



THE CHRYSLER COLLECTOR



Number 138

January/February 2002

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

President:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
Vice President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Treasurer:	Alan Driver, 1 McConnell Avenue, Marino 5049	ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Librarian:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Sales/Property:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
Public Relations:	Beverly Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
Run Coordinator:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
- raffle prizes	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
- raffle prizes	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
- property	Les Kennedy, 5 Shelley Drive, Paralowie 5108	ah 8258 9594
- magazine	Cathy Wood, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Federation Rep:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Triple 'C' Rep:	Murray Bryant, 3 Lucas Street, Richmond 5033	8443 9967
Historic Vehicle South:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Assessors: Central:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
North:	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
North:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Assistant Librarian:	John Richards-Pugh, 12 Butler Crescent, Banksia Park 5091	ah 8264 8340
Assistant Editor:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 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 1 March 2002. Corrections/amendments until 3 March 2002. 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

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

27 January 2002
Ray Miels Memorial Breakfast
Run - Brenton Hamilton

17 February 2002
Winston's Pool Party

23 February 2002 <CHANGED>
Port River Run

8, 9, 10 March 2002
Meningie Campout

7 April 2002 <CHANGED>
Platform 1 + visit to Trevor
Kelly's sheds at Littlehampton

INVITATION/OTHER CLUBS' EVENTS

3 March 2002
Power of the Past, Mt Barker.
Chrysler are the feature vehicles
this year. Entries close 31/1/02.
Brenton Hamilton has forms.

14—17 March 2002 Adelaide
Year of the Outback-Vintage
and Classic Aviation and
Vehicles on Display at
Arkaroola

22-24 March 2002
Chryslers on the Murray,
Albury

29-31 March 2002
Warrnambool Historic Vehicle
Club Rally

29 March 1 April 2002
Broken Hill Rally.

18-20 May 2002
PADARC Rally, Pt Pirie.

31 May—2 June 2002
Barossa Valley Historical
Vehicles Club 25th
Anniversary Rally

4-7 July 2002
R & S series Rally

21-30 April 2003
National Motoring Tour based
at Ulverston, Tasmania. 30+
eligibility. Contact Ross Bryant.

SWAP MEETS

20 January 2002
Hahndorf Lions Club

22-24 February 2002
Ballarat

3 March 2002
Campbelltown

4-5 May 2002
Naracoorte

Welcome to New Members

Marcus Wright	1969 Valiant VF	John Makris	1971 Valiant 770
Annette Loney		South Plympton	
Craigmore		Noel & Helen Gregory	1972 Valiant Charger
Skilled Equipment	1924/25 Graham Bros	Brooklyn Park	
Manufacturing	Fire Truck	Richard & Liz Greig	1962 Valiant
Gepps Cross		Salisbury North	
Daniel & Cindyanne	1962 Valiant S series	Brian & Julie Materne	1946 Dodge Ute
Raftery		Keith	
Murray Bridge		Dimitri Makris	1965 Valiant AP6
Arthur Karagiannis	1970 Valiant VF	Clarence Park	
Glynde		Murray Baker	1963 Jaguar
Maurice & Janice	1960 Chrysler N/Yorker	Judy Sharp	
Emmerson	1977 Chrysler Regal	Happy Valley	
Nairne	1980 Chrysler Regal		

Cover Photos

Front: Alan Tuill's painting of Trevor Hunt's 1927 Chrysler Finer 70 Tourer. This is the first of a series of Alan's paintings that I propose to use on our covers.

Rear: Richard Frith's 1935 Dodge DV roadster utility, photographed at the start of the run to the Para Wirra National Park.

Both photographs by Richard Tapp

COMING EVENTS

Ray Miels Memorial Breakfast Run

Sunday 27th January 2002

Members to gather at CCC Clubrooms at 7:00 am for a 7:30 am departure.

The run is only a short tour without any hills, only one speed hump and no fear of a hot engine. Please

bring all you need for your gourmet style breakfast + table, chairs and other extras of your choice.

There is one electric BBQ available (no charge).

As some members may recall these runs can go on until midday, and as

this is going to be a fine day (*written 3/1/02 Ed*) don't forget hats and sunblock.

These breakfast runs have always been popular events and we look forward to seeing you there.

Brenton & Norma Hamilton

Annual General Meeting

Wed 13th February 2002

"Ask not what your club can do for

you — ask what you can do for your club".

With acknowledgement to
John Fitzgerald Kennedy

Winston's Pool Party

Sunday 17th February 2002

Ralph and Margaret invite you to join them from 3 pm at 34 Bickford

Street, Richmond for the 2002 Winston's Pool Party.

BYO everything, with salad or

sweets to share.

Ralph & Margaret Winston

Evening Run

Saturday 23 Feb 2002

Note change of date.

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.

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

Ross Fleming

Meningie Campout

8,9,10 March 2002

Location - Lake Albert Caravan Park, Meningie

Convenor - Norma Schopp ph. 8862 1854

We currently have bookings for 10 cabins, 2 onsite vans and 12 powered sites. More powered sites are still available. \$20 deposit is required.

Catering - Basically, it will be B.Y.O. Electric BBQ facilities are available.

- Happy Hour - from 5.00 pm each day

- Friday TEA - D.I.Y.
- Saturday TEA - Community BBQ - BYO meat, plus a salad to share.

Meningie has an excellent Bakery in the main street. The Old Cheese Factory Restaurant is next to the caravan park and will be open (set menu plus daily specials).

Entertainment - Daytime

- water sports: boating/fishing (byo gear), swimming
- golf course (opposite caravan park)

- agricultural museum (next to caravan park, open daily)
- cycling, walking, scenic drives

Entertainment - Evening:

- Boule/Boccie competitions. If you have a set, please bring it. (also any other lawn-type games you have)

Come and join us for a great fun weekend - and DON'T FORGET THE MOZZIE SPRAY !

Norma Schopp

Tasmania National Tour

Easter 2003

For all interested parties going to the National Tour in Tasmania, there will be a meeting on Wednesday 6 th March 2002 for the CRC group.

Place: 6 Manly Circuit West Lakes Shore.

The meeting will start around 7.30pm.

Hopefully we will have more details from Tour Headquarters by this date.

Any Queries please contact Lorraine Beythien – Ph 84498905 or email beythien@bettanet.net.au

FROM THE COMMITTEE

Editorial

WEBSITE

There have now been over 1200 visits to our web site. As of this issue the web version of the magazine has the full text of our advertisers advertisements, so that the details of their offerings are being indexed by search engines, giving them global coverage.

PHOTOGRAPHS

My dissertation on reproducing photographs in the last issue has brought one particularly remarkable offer.

Member Alan Toull is an artist who has painted superb portraits of dozens of historic vehicles, several of which are from within the Chrysler group.

Alan has allowed me to photograph these paintings, for use within the magazine. You can see the first of these on the front cover of this magazine.

We are planning to try some alternative photograph reproduction techniques. I am sure the cover will be involved, so you will know the success or otherwise of these before reading these words..

Richard Tapp

President's Message

Christmas is behind us once again and I hope you all enjoyed yourselves. Many thanks to all who joined us to make our Christmas run and December supper successful.

Thanks go to me Neil And Joan Wormald, Chris Howes & Cathy Woods and all who help organise the Christmas run, and to Judy Hart and the ladies for the catering for the Christmas supper.

Special thanks to Neil Wormald for our new marquee and to Carole Barnes for the great Father Christmas suit.

2001 was another busy year highlighted by our National Rally in October but also memorable for our record breakfast run, Ross Fleming's successful pub lunch (another record attendance), the Melrose campout weekend, the run to Old Noarlunga hosted by the Southern Ranges Black Powder Club, another great display at the Motor Show and the fun for all the

kids (big & little) at the Port Dock Railway Museum.

Our Presentation Dinner was a new format and a great success (another record) and will be organised along the same lines in future.

Meeting nights have all been pretty interesting and lively with guest speakers, quiz and chat nights and the show and tell.

Thanks to all our old members for your support throughout the year and welcome to those who have joined us. I hope you all will stay and join us in the fun in 2002.

Congratulations to those who have finished restorations and bought new cars this year and keep up the efforts on the work in progress.

A happy few year to you all.

*Yours in motoring,
Brenton Hamilton*

Brian Ludlum — 1936-2001

Brian Ludlum, the secretary of this club during its founding years, passed away on 22 December 2001 as a result of heart failure.

In recent time Brian's motoring activities have been channelled through other clubs, although he spoke at one of our meetings not so long ago.

Last year he completed a term as Chairman of the Vintage Section of the Sporting Car Club, making good use of his 1928 Dodge Senior 6. Just over a year ago he completed the restoration of a Sunbeam Alpine for his wife, Gillian.

Brian was also involved in the moped movement in South Australia; he and I organised one of their events a few years back.



Brian came to Australia as a "rocket scientist", representing the manufacturer of the rocket motors that were being used in the space program at Woomera.

From there he took a job with Chrysler Australia as an automotive engineer and continued in that role with Mitsubishi until his retirement a few years ago.

There was standing room only at his funeral service, which was attended by many from the historic motoring movement, including Chris Howes, Roy and Norma Schopp, Barry Maslin, Barry Kenyon and myself.

Our world is a poorer place for the premature passing of this gentle man.

Richard Tapp

NOTICES

Historic Registration

The club's financial year ended on 31 December 2001 and renewals are due from 1 January 2002.

The constitution provides that 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 they have issued a log book, your vehicle's registration will cease to be effective, irrespective of the date on your windscreen sticker.

This is 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 your log books to be cancelled, obviously you must not drive the affected vehicles until you have made alternative arrangements.

Renewal notices are included with this January/February issue of the Chrysler Collector. Fees are unchanged.

WANTED

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.

OPTIONAL LOGBOOK UPDATE PROCEDURE

If you are paying your membership renewal by cheque or postal order **AND** you have logbooks to be updated, then you **MAY CHOOSE TO** send **ALL** of the following:

- Club membership renewal form;
- Payment (cheque or money order);
- Stamped self addressed envelope;
- **Current** registration papers; **AND**
- Logbooks

to Dave & Gaye Aylett at 5 Larkdale Crescent, O'Halloran Hill 5158. They will post the updated logbooks and endorsed registration papers back to you promptly. Make sure that you put sufficient postage on your envelope for the number of logbooks that you are sending in. Do **NOT** post the Shannons plastic logbook cover.

You may of course follow past practice and renew your membership by posting only the renewal and payment to the club's post office box or by making payment to the Treasurer at a club meeting. You should then bring your logbooks to the MARCH meeting (not February — which is the AGM) and queue up at that meeting.

NOTE: Please post your renewal to the Treasurer at the club post office box (or pay at a meeting) unless you are sending logbooks for updating.

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.

PAST EVENTS

National Rally

Dear Brenton

On behalf of the NSW entrants I would like to congratulate you on the organisation and running of the 9th National CRCA Tour.

The accommodation complex was outstanding in all aspects ie: location, facilities, night entertainment area and the fact you could start the daily runs from the complex. Runs were interesting and informative also directions easily followed. Unfortunately the weather on display day was not kind to us, but it cleared up long enough for entrants and public spectators to view the wide variety of vehicles.

It was unfortunate that the presence of the Chrysler! Daimler Corp. was not noticeable as at previous rallies or major Chrysler events.

Presentation dinner and formalities were handled extremely well- CREDIT TO YOU ALL.

We were all aware of the sudden cancellation of some sponsorship and the committee was able to overcome this glitch in a very short space of time. Well done as there were probably a lot of sleepless nights.

Final comment — If the 2004 National Tour is organised as well, it should also be a very pleasant tour.

Bob Callender
President NSW CRCA.

Dear Norma & Brenton,

We finally arrived home on the Indian Pacific, safe and well after our trip to your lovely state.

Norman & I would like to thank you for the wonderful time we had in South Australia attending the 9th National Chrysler Rally. We enjoyed ourselves immensely, everyone we met was very friendly and helpful. Although some said the weather could have been better, the little rain we did have, did not stop us from having a good time. We had some good runs out into the countryside -and our trip to Kangaroo Island was great. The evenings entertainment was a grand final to each day's outing and I am sure everyone enjoyed themselves. We appreciated the lunches and teas provided each day and the variety was

very good, it must have been a headache trying to please everyone.

We were able to finally meet friends from out of state that we had previously only spoken to. Norman especially enjoyed the display day at Glenelg where he was able to spend all day viewing the cars and talking with their owners.

I think that what made the rally such a huge success was the superb organisation, everything seemed to us to go off without a hitch, though no doubt you had some problems behind the scenes, everything appeared to run so smoothly. Your team of helpers need to be congratulated for the excellent job they did. Will you please pass on our comments.

We were very pleased that the Dodge behaved herself, as she had only done about 200 kms since her restoration and we were a bit unsure if she would stand up to all the running about. Very pleased to say that she passed with flying colours.

If you ever visit Western Australia, please get in touch as we would love to meet up with you again.

Regards to all members of the Chrysler Restorers Club of South Australia.

Ruby & Norm Chester

Dear Brenton,

Well, we made it home from the Rally in one piece and haven't yet recovered fully, I don't think. We've just today held our annual NSW All Chrysler Day so that was the perfect catalyst to wash off the Adelaide sand and western plains dust.

I have to tell you that today everyone was talking about the rally and nobody was talking about the weather. It was the same scenario at last week's monthly club meeting - lots of stories from the rally and the trip over and back. In fact, the socialising went on an hour longer than normal. So rest assured that you and your committee put together a first class event in the eyes of all the participants I have talked to. We enjoyed our trip to and from Adelaide, the runs took us to some memorable spots, places I would hope to visit

PAST EVENTS

2001 National Chrysler Rally

again someday, and the evening entertainment went down very well. I think the only bone to pick was with the bloke who couldn't count traffic lights.

I know our Club will be corresponding with yours to express their appreciation of your efforts but I just wanted to say in a personal way a heartfelt thank you for going to so much trouble to make the rally enjoyable for us. I know you had plenty on your plate that particular week apart from the rally and I also know from experience what it takes to organise such an event. So very well done and I hope in a few years we can again return the favour.

Our best wishes for good health to both Norma and yourself and I hope you swap the AP6 for something with power windows and power steering.

Best Regards

Brian & Maria Kelleher

THE 9TH NATIONAL CHRYSLER RALLY

Brian, Maria, Linda & David Kelleher

Entry No. 7 - VC Valiant V8

Our preparations for the rally were almost complete. Planning on a Thursday morning departure, I had finished all the packing by Wednesday night ready for a 7 am take off. All I had to do was turn the key and hit the road. And so, at 7am Thursday, the key was turned and ... NOTHING. Not a click, not a sound. Had to be a loose connection somewhere, wouldn't be the battery. But the battery it was, so a quick swap followed and we were finally under way.

There remained, however, the niggling worry that I had not actually found the cause of the flat battery and "was it going to happen again?". I'm happy to say it didn't and that was the only time the Valiant let us down over nearly three weeks and 3,000 miles. So who left the light on?

First day's run to Wagga down the freeway seemed to take no time. Rick Boyce had organised our itinerary and there were a dozen or so cars travelling in loose convoy. Our regular refreshment stops set the tone for the trip, the

routine being to drive for two hours, stop and talk about cars for an hour, drive for two hours and so on. And very pleasant it was, too.

On day two, most of the group took to the Hay plains but yours truly, in company with Bruce Jones and Bob Callender, headed down through Lockhart, Urana and Jerilderie to Deniliquin. Nothing against the Hay plains, it's just that the food stops are better distributed on the other route.

We passed through Deniliquin on the day of the Great Aussie Ute Muster, when 3,500 utes gathered to set a world record (for ute gathering!). Never seen a town with so many utes and cops at the same time. We had the road to ourselves from there to Tooleybuc on the Murray, with the only notable feature being a stationary Holden Commodore which seemed to have done a double somersault with pike on a nice flat, straight road. Pity it wasn't a Valiant - might have got some bits.

By the time we caught up with everyone else in Ouyen, Paul Lenehan had already alerted the pub to our presence and so we adjourned for a well earned drink and an excellent meal. The weather on both days had been decidedly summery, perfect rally weather. This continued all the way to Adelaide on Saturday. It was the first time I had driven into the city from the east and the scenery was quite magnificent. Excellent road, well written directions, good accommodation at West Beach, looking good.

And then the weather changed. It began to blow, it started to rain, then it got windy, a little more rain, a lot more rain and then it got really windy. For a week! So now I've got that out of the way, let's talk about the rally.

The first day's run took us through the Mt. Lofty Ranges to Belair National Park. The view is quite spectacular from the Mt. Lofty summit, unless it's raining. Say no more. A very good boxed lunch was provided at the park and we were fortunate to have a shed to eat it in during the rain. Only casualty on the day was one J. Rowling, who had blown a head gasket - or, at least, his car had. It was back on the road a couple of days later so there was no shortage of

PAST EVENTS

2001 National Chrysler Rally (continued)

assistance.

The weather improved somewhat on day two for the run to Monarto Zoo, about 50 kilometres east of Adelaide. So it was back up into the hills again - the organisers obviously learned a few things from Wollongong - only this time we followed the old highway. Perfect as a rally road but what a goat track it must have been before the present freeway was built. Under sunny skies, we took bus tours around the open zoo before taking a relaxing lunch break. On our way back to Adelaide we stopped in Hahndorf but found it a little disappointing, not very much to see.

Wednesday was the day to leave the car at home, sort of. Maria and Linda left early for the all day tour of Kangaroo Island, which they enjoyed. David and I had booked for the tour of the Mitsubishi plant and that duly got under way about 10 o'clock. I found this a very interesting tour - I could have spent a week inside the place, seeing car assembly made to look easy. One production line worker remarked to the group that we were twenty years too late.

Another long run on Thursday, this time down to Goolwa at the mouth of the Murray. It seemed that the poor weather was just affecting Adelaide because the sun shone along the coast. We got to drive over the controversial Hindmarsh Island Bridge and the family then took the steam train ride to Victor Harbor. This is a real seaside resort and an attractive town. Managed to buy a pair of purple dice to hang over the rear vision mirror in the car and also picked up two books of bush poetry by some bloke called Bob Magor. A little wine shopping at McLaren Vale on the way home wound up a fairly long day.

I got to do the Friday run to Barossa Valley by myself, the rest of the family opting to do a little sightseeing and shopping in Adelaide. Was it lonely? Well, not exactly - the windows were down, heater off, stereo turned up - motoring bliss! This was a very scenic run with long, straight roads, light traffic and another excellent catered lunch at Tanunda. More wine shopping on the way home and by now the boot was becoming seriously full.

One of the highlights of the rally was

undoubtedly the evening entertainment provided by the organisers. Apart from the usual entrant prizes, raffles and so on, some professional entertainers were engaged to keep us amused. Who will forget the singing nuns? We had country and western and one night a bush poet by the name of Bob Magor. Now where had I heard that name before? Very well done.

Saturday was show day at Glenelg. The site chosen was ideal, a level grassed area, easily accessible for the public and only five minutes from West Beach. But the wind and the sand and the rain - it was a fairly ordinary day, to say the least. Presentation night was held in the Woolshed, an ideal venue for the purpose, and again it was close by. It was relatively warm and cosy in contrast to the wintry conditions outside and the evening was enjoyed by all. CRCA members brought home their fair share of trophies, including the hard luck one for J.R.

And so to the trip home. We elected to leave on Sunday and spend two nights in Mt. Gambier. We managed to have a look at the coastal region as far down as Portland before heading inland towards the Grampians. On Wednesday night we selected, entirely at random, a motel in Echuca and, as we drove in, there was Les Sonter with the car jacked up, surrounded by helpers, working on the rear end. Glad I was driving a Valiant. We finally arrived home on Sunday after a completely trouble free trip. The only attention required by the car was a minor adjustment and tightening of the exhaust in Mt. Gambier and the battery hasn't run flat yet.

Looking back on the organisation of the rally, we inevitably pick the good and bad points. Good points included accommodation, organising and conducting of the day runs (including the catering), evening entertainment and the presentation night. As far as criticism goes, I'm lucky because I like cold, wet, windy weather and someone down there doesn't know how to count traffic lights. See you in Geelong, 2004.

Brian Keleher

PAST EVENTS

2001 Christmas Picnic



Left page: A pair of photos showing all the cars on the oval at Yankalilla with Steve Lovell's 1925 Chrysler tourer visible in both pictures. Above: Father Christmas arrives in style at the Christmas picnic, shepherded by Richard Hart. Below: both sides of one of the car parks at the Christmas Picnic. All photos courtesy of Bill Watson.



MOTORING HISTORY

CCC — Combined Car Clubs

This booklet was compiled to record relevant information regarding the establishing of car clubs at the Glandore Community Centre. To be used as a reference for new members who have offered their services to the Management Committee of the Combined Car Clubs.

BRIEF HISTORY OF THE GLANDORE COMMUNITY CENTRE

The State Government owned the Centre, which was initially the old Glandore Boys Home. Marion Council now own it. The Community Centre is 75% self-funding 25% coming from the Marion Council to fund 2 part time coordinators.

The Voluntary Management Board is comprised of representatives from user groups at the Centre, Local Residents and a member from the council.

OBLIGATIONS OF THE COMBINED CAR CLUBS

- To become part of the Community Centre supporting it at all times.
- To work in harmony with the Community Centre.
- To liaise with the Centre regarding all aspects of building upkeep.
- Provide a representative to the Community Centre Management Board.
- Form a Management Committee with a representative from each of the tenant car clubs.
- CCC Management Committee to elect an executive from their ranks which will comprise, Chairperson, Vice Chairperson, Secretary and Treasurer.
- A representative from the Community Centre be allowed to attend meetings of the CCC at any time.

BACKGROUND

The Vintage Sports Car Club over its 50 years of existence has led a rather nomadic existence where it has been forced to change meeting places regularly through no fault of its own.

In 1985 after being forced to relocate again, the club, after intensive investigation, realised that purchasing their own premises was not an option. The next step was to canvas all councils, to find out if there was any possibility of renting

premises on a more permanent basis. The Secretary at the time, Garth Mugford, worked with Cohn Haines, who was a councillor with the Marion Council and was able to make personal submissions to Councillor Haines, pushing the club's case as a reliable organisation. As it happened the club was involved in a static display for the Brighton Rotary club on the Brighton oval where Marion Councillor Colin Haines advised Garth that moves were being made to refurbish the derelict buildings of the old Glandore Boys Home and establishing a Community Centre. Councillor Cohn Haines was confident that the use of one of the buildings by the car club would come under the guidelines of the Community Centre.

We were originally offered the use of the building known as "Rugby". Gordon Gardiner who was following up our needs found it to be unsuitable. The situation went quiet for a while after the rejection of the "Rugby" building

After about six months had elapsed the club received a letter asking if we were still interested in the Glandore Complex and if the club was, to attend a meeting on the following Sunday and to follow up with a written submission by Tuesday. Gordon Gardiner who had his finger on the situation agreed to follow up and put in a submission.

As a result from the submission put up by Gordon, the club was then offered the use of the building known as Glandore.

After the offer there was still a lot of work to be done with the relevant Government bodies. Vintage Sports Car Club Committee members, Gordon Gardiner, David Read and Garth Mugford, who were interested in ensuring that the Club establish a permanent meeting place at Glandore, became involved in negotiating with the Government and Local Government bodies, regarding the establishment of the Community Centre and more importantly of the Car Clubs becoming part of that Community Centre.

The buildings at Glandore were in a very sorry state of disrepair due to neglect and vandalism. Such was Gordon Gardiner's enthusiasm; he became involved with the original Glandore

MOTORING HISTORY

2001 CCC Run — organised by CRCASA



MOTRING HISTORY

CCC — Combined Car Clubs (continued)

Management Committee, who was in charge of refurbishing of the derelict buildings, for use as a Community Centre.

Gordon Gardiner's dedication in ensuring the building would stay on track, was so great, that he, out of his own pocket, financed the completion of the renovations on the "Glandore" building, such as new roof, new windows, glazing, front and internal doors, floor repairs and other items including labour and carpet for the floor.

This enabled the building to be completed on time and honour Gordon's commitment to the clubs who had indicated their willingness to become involved and were waiting to use the facility.

Gordon Gardiner became a Board Member of the Glandore Community Centre as a representative for the CCC. David Read, also a very enthusiastic supporter of the clubrooms establishing at the Community Centre joined the Board and stayed a member for 8 years during which time he was elected as Chairman of the Board. During David's time he was able to ensure that the car clubs received their fair consideration in the establishment of their clubrooms. David was also in the position to see that the car clubs kept their part of the bargain, of continuing their support of the Community Centre as agreed.

Item 3 in the Glandore Community Centre criteria for prospective tenants, outlines preferences for

organisations, which meet community involvement criteria.

After the Vintage Sports Car Club was offered the building known as Glandore as clubrooms and with the obvious requirement for the use of the rooms for every night and weekends, it was necessary for more than one club to be involved to make the project viable. Many other vehicle clubs who were members of the Federation of Historic Motoring clubs were canvassed to join.

The Combined Car Clubs (CCC) was formed in order to have a representative body, who sub-lease the building, control the club's use of the building and manage the finances, which includes collecting rent from the tenant clubs and in turn, paying the rent to the Community Centre. Any spare money accumulated to be used for upkeep of the building, maintenance etc.

The CCC is to be made up of representatives from each tenant car club who would elect a Chairperson, Vice Chairperson, Secretary and Treasurer from their ranks, to manage the finances and control of the building.

All Car clubs are required to pay \$600 entry fee before being allowed to use the premises and becoming a member of the CCC.

The CCC is expected to be the liasing body with the Community Centre iii regards to keeping the clubs informed of Community Centre functions, which should be supported.

Ross Fleming and Bruce Barton pictured in the Victor Harbor Times during the National Rally



MOTORING HISTORY

Chrysler Ancestors

One day I asked Bill Watson what Chrysler antecedents I should acknowledge on our website. Bill instantly reeled off a list of vehicles, some of which I had never heard of. The editor in me sprung to the fore, and I asked for a magazine article. Ed

2002 is the centenary of Rambler, arguably the most famous name amongst the earliest components of what became the Chrysler Corporation. Most of you will know that the oldest exhibit at the Walter P. Chrysler Museum in Detroit is a 1902 Rambler.

The Nash Car Club of America is celebrating the anniversary at its annual Grand NASHional [*sic*] rally, this year to be held at Racine, Wisconsin, 21-26 July.

The first production model - a single-cylinder Rambler Model C runabout - was built by bicycle-making Thomas B. Jeffrey Co. in Kenosha, Wisconsin, and sold at the Chicago Automobile Show on 1 March 1902 for \$US750. Models A and B were prototypes built in 1900 and 1901 by Thomas Jeffrey's son. W.P.C. was working in the railway engineering field during those years, while the Dodge brothers were making bicycles and car parts.

After handing over the posts of Buick Division president and General Motors vice-president to Walter P. Chrysler in 1916, Charles W. Nash bought the Jeffrey Co. and changed the name to Nash Motors. A little-known fact is that Nash invited Chrysler to join him in his new venture, but W.P.C. declined.

The Rambler name was resurrected by Nash in 1950. Nash became the principal arm of American Motors Corporation when merged with Hudson in 1954, AMC eventually being absorbed by Chrysler Corp. in 1987.

Hudson Motor Car Company was formed on 24 February 1909 and named for J.L. Hudson, a New York store owner and backer of the new concern. Another significant name (and there are many!), Jonathon Dixon Maxwell of New York, was involved with two former Oldsmobile employees in building the Silent Northern car in 1902 and worked for the Briscoe brothers before

they founded the Maxwell-Briscoe Motor Co. in 1904.

That company formed the basis for the GM-like ill-fated United States Motor Company in 1910. K.T. Keller became Maxwell-Briscoe's chief inspector, leaving to join GM two years later just before M-B changed to Standard Motor Company (nothing to do with the British company of the same name) on 31 December 1912 under the management of E.M.F.'s Walter Flanders.

Within a month Standard's name was changed to Maxwell. The Maxwell 25 - the only continuing model from the US Motor Co. - was destined to remain in production until 1925, a year after the company was taken over by W.P.C. who had by then resigned from GM.

But there are earlier makes even than Rambler in this complex family tree. Most significant and yet probably least known is Morris & Salom. In 1894 Henry G. Morris and Pedro G. Salom of Philadelphia constructed an electric car, producing four more of these Electrobats in 1895.

By 1896 their Electric Carriage & Wagon Co. was building electric cabs and was sold the following year to the Electric Vehicle Co. of New Jersey, merging in 1900 with Columbia Automobile Co. (formerly Pope Manufacturing Co.) - the first American manufacturer to move the engine to the front of the car from under the seat.

In 1901 the new Electric Vehicle Co. acquired the infamous Selden patent, an act which ultimately led to the demise of the subsequent Columbia Motor Car Co. (name changed in 1909) and fellow components of US Motor Co. when Henry Ford won his patent-breaking case in 1911. The last Columbia appeared in 1913, but was discontinued in favour of Maxwell.

Bill Watson

RESTORATION STORY

The Blue Flyer II - Part 4

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

At Glen Innes we turned north to Tenterfield where I would be treated to a full medical, a blood transfusion - a top to bottom, front to rear inside and out deluxe wash and clean. Lofty's first aid skills came into use when a fan blade on a F100 broke and caught the neighbour in the chest. 5" deep gash - 2" from the heart and 1" from a major artery - 90 stitches (72 inside and 19 outside), a very lucky man!

One of the excuses for this trip was to go to the Inverell swap meet and transport museum (NSW CRC due here at Easter). Both were very good. Now I'm carrying in the Pup a spare radiator and surround and two boxes of HEAVY goodies from the swap meet.

Following a weeks break at Tenterfield we travelled to Glenlyon Darn. He fished for two days and caught naught. We did meet "Dad and Dave off the potato farm up in the Red Soil Country" and hats to suit such Australian characters. Leaving the dam Sunday pm we crossed into Queensland through Texas and Goondiwindi to our bush camp on a creek bank.

Passing though St George we arrived at Roma minus the Pup's number plate and lights as well as the funnel that sat on the oil can under my bonnet, the exhaust pipe required welding and the carbie was missing a set screw. This was only our second day on Queensland's very, very rough roads. Leaving this section of irrigated land and fields of cotton behind we encountered cattle, those ugly Brahams - a most unattractive animal! Our camp that night at Injune was beside a billabong, no yabbies and no fish but the best feed of freshwater mussels Lofty's ever had.

After skirting around the Carnarvon Ranges, through Springsure and on into Emerald now we are in big coal mine; and Lofty's Dad's childhood country. Our typical day begins with him giving me my usual 150mLs water, grease being pumped into my fan and clutch assemblies and a drop of oil on the Maggie. Then we're on the road again and ticking over as a Dodge 4 should.

Whilst travelling north we have passed through endless fields of sunflowers, horizon to horizon of cotton, stock food and grass the height of a 5-strand fence. Ponds, dams and billabongs covered with colourful lilies and all the while it just gets warmer and greener. All shades and depths of green with touches of yellow and orange to add extra beauty.

Our destination of Townsville by Easter was looking good as we left Emerald and passed through Capelia and Clarmont. At Belyando Crossing we were told (with a wry smile) that Cape River was good for camping, fishing and yabbying. They failed to mention the snakes (7 in all) and mozzies the size of JUMBO JETS. They did not bother me but they did force Lofty to bunk down early. Next morning in the yabbie traps we had 20 red claws. He cooked them up and put them on ice.

At Charters Towers where Lofty's Grandad signed up in 1916 we turned east and headed for Townsville arriving Thursday afternoon having travelled 2,405 miles or 3,870 kilometres using 155.69 Gals or 707.79 litres of fuel (15.45 mpg or 5.46 litres per 100 km). Cost of petrol \$534.22. Troy, Jules and Lofty ate the red claws on Good Friday and have had a good feed of mud crabs since but still no fish.

Our stay in Townsville lasted 8 days. I had a well deserved rest while Lofty played the tourist, went fishing and caught mud crabs. My water works were flushed and a can of Irontite added as my head gasket had begun to leak in two places. He also repaired another flat tyre, then it was "on the road again". We only made 60 kilometres that day as we found a good camp spot beside a clear, fresh mountain stream. That night he caught a 3-foot eel.

Next day it started to rain... and rain... and rain, so we stopped at Cardwell that night. More rain, rain, rain the following day and then I began to play up - loss of power, coughs, splutters, stops and starts and backfiring - until 5 km before Tully I stopped! The RACQ towed me into town where I was pushed up the backyard of the RACQ workshop and Lofty erected a tarp over me as he didn't want to work in the RAIN,

RESTORATION STORY

The Blue Flyer II ctd.

RAIN, RAIN! In shocking weather conditions my timing was reset as it was out by about 25°. My water pump had new flar seals installed. My vacuum tank had a broken pin replaced and was re-gasketed. The oil feed T-piece broke and had to be repaired. My carbie was stripped, cleaned and reassembled.

Two days later and I'm fired up and going, but not going well. I had a severe loss of compression on three cylinders. We travelled out to Mission Beach and camped at Garners Beach - a rare and beautiful spot where the rain forest comes right down to the beach. He fished and caught nothing again. He also set his crab pots and caught 3 nice mud crabs.

Continuing north we stopped at Innisfail where my broken exhaust straps were replaced and then I got LOCKED UP in the drive-thru bottle shop at the pub we stayed at. The next day it was on through some sugar cane fields with the narrow gauge rail line (used to cart the cane to the mill) criss crossing the roads and fields. Up on the slopes of the mountains we could see the dark green patches of rainforest intermingled with the great Australian bush.

We made it to Cairns where Lofty made contact with the Car Club and their Club Captain, Joe, who has a beautiful Model A Ford and runs a smash repair business. Joe allowed us space at his workshop. My head was removed to expose 3 burnt exhaust valves - the only one not burnt had a broken pin so Lofty must not have set them right. Phone calls to Adelaide and thanks to John Biddle, Kevin Field, Dick, Laurie and Helen all parts required were in the post that day. Hopefully they will arrive in 3 days. So Lofty deserted me to attend Anzac Day commemorations and spend 2 days out on the Great Barrier Reef.

The valves, head gasket, starter / generator brushes and rust bands did not arrive for 13 days thanks to Australia Post. The new valves were lapped in. My head was being fitted when he snapped a head stud - off with the head and make a new stud then refit the head again. The new starter / generator brushes installed and reassembled, flat tyres repaired, new flar seals

fitted to water pump and when installing the exhaust manifold he stripped a thread in the block - repair that!

We should be ready to hit the road again, well that was until my exhaust manifold cracked in two places. Pull it off, get it welded and machined. He also had two holes drilled in my magneto base plate and then had the plate machined.

After 15 days in Cairns we are "on the road again". Up the mountains to head west, our hopes of going to Cape York was not to be on this trip as the second river up was still running at 24'. Spending one night at Atherton then travelling through Ravenshoe (the highest town in Queensland) and Georgetown, over the Gilbert River and we camped at Little River for 3 days where our blow up boat was stolen and we saw crocodiles. He spent one day readjusting my brakes, replacing exhaust gasket and flar seals (the pump needs new bushes). Now I'm purring again.

What a remarkable piece of Australia this Savannah is. It looks just like South Africa. One is just waiting to see an elephant, giraffe, lion or such appear from the tree line. The road is a mixture of good fully tarred sections and single tar lanes with some really well camouflaged very rough portions. After hitting a floodway fairly hard Lofty looked behind to see a red toothbrush holder and a bottle of detergent bouncing along the tar - the door on the Pup had opened and it was disgorging its contents all over the road - no damage and little loss.

On through Croydon to Normanton and its 28"4' (8.63m) crocodile, then out to Karumba Point where we just relaxed and he fished and the only fish he saw was floating dead on the surface - don't believe his photo. This place sells itself as the Barramundi Capital of the WORLD except when Lofty's there.

To be continued ...

The auto-electrician adjusted my new brushes, now I'm generating again and gaining power

TECHNICAL FORUM

Long Stroke or Short Stroke?

This article by G McClelland was taken from an old copy of Wheels magazine, October 1957, which happened to be in a file I opened recently.

How often have car enthusiasts asked this question?

It is not surprising that the average reader is confused when a manufacturer's advertisement proclaims that his new model has a "square" or "over-square" engine, for which is enumerated a long list of advantages. Perhaps the same reader remembers that the previous model, with its long-stroke engine, was reliable, smooth and pulled well. Perhaps he remembers, too, that some very famous makers still remain faithful to the 'long-stroke' engine, and suffer no apparent loss of prestige.

Nevertheless, the tendency in all car-making countries today is towards square or oversquare engines - i.e., engines with stroke-bore ratios of unity or less than unity.

SHORT STROKE ADVANTAGES

Engineers are not exactly unanimous in their opinions, but in general they are agreed on the following:

(a) Better volumetric efficiency or "cylinder filling".

Because of its large cylinder bore, the short-stroke engine can accommodate large valves easily. This improves the 'breathing' of the engine; i.e., its ability to draw in a full charge of gas on induction and to fully exhale the products of combustion on exhaust.

On the other hand, the long-stroke engine has difficulty in accommodating large valves in its comparatively small combustion chamber and must resort to high gas speeds to ensure a good charge entering the cylinder. However, since pressure drop increases as the square of velocity, it is apparent that if the gas speed through the inlet valve is doubled the pressure drop across the valve will be quadrupled.

The effect of this is to restrict the amount of gas entering cylinder, anyway. In short, a vicious

circle is created which is exemplified by the poor volumetric efficiency of some very long stroke engines running at even moderate rpm.

(b) Greater power output per unit of capacity.

When an engine is designed to operate at a certain limiting piston speed, the rate of revolution is limited by stroke length. Therefore its power output is limited accordingly.

Let us assume that a certain long-stroke engine is designed to operate at a certain limiting piston speed. If the same standards of design and materials are used in a short-stroke version of the same engine, a greater power output is possible. This is because the short-stroke unit, with its cylinder bore increased to give the same capacity, is capable of higher rpm before the limiting piston speed is reached.

(c) Less weight for a given power output.

When an engine is designed to operate with certain limiting internal stresses, the internal components are proportioned accordingly. In general these components must be made heavier in a 'long-stroke' than in a 'short-stroke' of similar design and power output. The short-stroke's connecting rods and cranks are shorter and therefore require a smaller mass of metal to secure the same rigidity.

PISTON SPEED BOGEY

In connection with item (b) the term "piston speed" is often given greater significance than is necessary. Some people assume that a high piston speed means reduced reliability and excessive cylinder bore wear. If this were so, long-stroke engines would be at a distinct and serious disadvantage.

On the contrary, certain famous makes of sports engines which operate at high piston speeds are noted for their exceptional reliability and low rate of bore wear!

The reasons for this are simple. These engines, like many others, are designed to operate safely at these piston speeds. The fact that the figures are far in excess of 2500 feet per minute usually

TECHNICAL FORUM

Long Stroke or Short Stroke? (continued)

indicates high grade materials and robust construction (2500 fpm is regarded universally as a reasonable maximum for continuous cruising with an engine of average standards of design and construction).

If one is in doubt about this extra quality an examination of the crank and main bearing assemblies of the Jaguar XK140 and Riley 2.5 litre engines will prove most illuminating!

LONG STROKE ADVANTAGES

Lest it be thought that the long-stroke has no advantages over the short-stroke engine it is fitting to mention some of them. They are:

(a) Shorter engine for any given capacity and number of cylinders, making it easier to accommodate in the chassis, and less subject to torsional vibration in the crankshaft.

Torsional vibration is the term used to express a shaft's tendency to wind and unwind while it is being rotated under power. This tendency increases with shaft length and speed and must be kept within limits.

(b) Compact combustion chamber, particularly at high compression ratios.

By virtue of its small surface area the long-stroke's combustion chamber is compact and loses little of its efficiency when high compression ratios are used. The latter can become a problem with a large cylinder bore and a short stroke.

(c) Higher thermal efficiency

Because of its higher piston speed for a given rpm, less heat is lost on compression and less gained on induction, resulting in better thermal efficiency. In other words, more efficient use is made of the heat energy contained in the fuel. A compact combustion chamber also assists slightly in this respect.

COST OF PRODUCTION

From the foregoing it is apparent that each type of engine has its own particular virtues and shortcomings.

Where sheer power-output-per-litre is required the short-stroke dominates the scene. Almost all modern Grand Prix engine specifications feature oversquare cylinder dimensions.

Mass production engines also - where good power output with reasonable weight is desirable - seem to be taking advantage of over-square construction.

Perhaps the advantages of the short-stroke are largely tied up with production costs.

The long-stroke engine has proved itself the equal of the short-stroke engine in smoothness, reliability and long life. Greater piston travel per mile and greater piston friction, two of its supposed disadvantages, seem to be of little consequence in practice.

It is interesting to recall an investigation made by American engineers some years ago. Its object was to discover whether the long-stroke Plymouth six engine was more susceptible to wear than the short-stroke Chevrolet six unit, under similar conditions. The results showed no measurable difference!

(An accompanying picture had the caption "Rex Turner's Bentley represents the traditional long-stroke school: has pots like coal mines and incredible flexibility. Early Bentleys seem to run for ever without attention, despite one of the most under-square bore/stroke ratios in the business")

Tim Smeaton



A Bentley, from the Rainsford collection; possibly a 3 litre model. *Photo Richard Tapp*

HISTORY OF COSTUME

1950s

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



Slide No. 86 Sweater girl look - tight knit sweater and sweater sets (twins - shell and cardigan). Shorts for women. Slide No. 88 Cocktail dress, sleeveless, Mamie Eisenhower bangs. Slide No. 90 Dressmaker suits - spike heels, matching shoes and purse, always gloves and hat. Slide No. 87 Return of the petticoat to make skirt stand out. Corsets back to cinch waist and push out breasts. Slide No. 89 Shirt waist dress - I love Lucy or Donna Reid look. Slide No. 91 Spaghetti straps, chanel slip, dress/chemise, the little black dress and a string of pearls, cocktail dress.



HISTORY OF COSTUME

1950s ctd



Slide No. 92 Ensemble - sheath and coat/jacket outfits, shoes, purse match, hat and gloves. Slide No. 93 "Strapless" comes in due to corsets and boning, elbow length gloves. Slide No. 96 Trapeze/A-line tent dress. Hung flared from shoulders. Slide No. 95 "Sack" dress, return of the hobble with a baggy seat. Note: No waistline, flower pot hat, man in suit. Slide No. 97 Gray flannel suit, striped tie, white shirt, fedora hat - the uniform of the 1950's business man. Slide No. 98 Overcoat - vicuna, camel's hair, cashmere were popular. Narrow ties. Slide No. 99; Bermuda shorts for men, sports shirts, knee high socks.



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1939 Chrysler Royal. Motor complete except for coil. No transmission. Body good—very little rust. Light lenses and bezels missing. Upholstery no good nut seat frames OK. Want it to go to a collector who can use for parts or to restore. Was my father's car. John Taig 03 5821 9811 (Shepparton) or refer M Emmerson 8388 6002

1949 Dodge and spares. D Warner 8263 0851

1950 De Soto 4 door sedan. Mushroom pink and in original condition. 9,700 miles only. Rear seat never sat on. Interior excellent. Car always shedded. No rust in body. Chrome needs some attention but is not rusty. Original tyres. A brake cylinder seal is leaking—parts with car. Joy Mathew 8572 3530

1952 or 1954 (1956+? Ed) Chrysler Royal, cut down to convertible. Suitable for spares. \$1,500

neg. Sue Caporn-March 8556 7314

1965 Dodge Phoenix show car, bb 400 ci, white, Weld wheels, Auto Meter gauges, braided line, chrome and lots more. Anthony zak@arcom.com.au 0419 675 676

1970 VG Valiant. Both engine and air con reconditioned. New upholstery. New radio cassette. New paint. 12 month rego \$4,000 8381 7054

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CM Valiant — parts to give away. Wayne Bartlett 8369 0028 (wk)

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1930—1935 ute to restore. Sandy & Allan Martin 8297 8476

1964 Plymouth Valiant V200 station wagon rear-side window gaskets. Michael Patterson (USA) 310-538-4498 Hm 310-813-5100 Wk michael.patterson@trw.com

VC Valiant wagon rear bumper in good condition, metal sun visor and arm rests. Wayne Bartlett 8369 0028 (wk)

Starter motor for early 318 motor (3 bolt mounting system). Adam Moore 8277 2693 / 0402 460 116

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