



# *THE CHRYSLER COLLECTOR*



Number 139

March / April 2002

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,  
SOUTH AUSTRALIA INC.

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25 Furness Avenue, Edwardstown 5039

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Grit blasting, industrial, automotive, bike frames and coatings

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Specialising in deceased estates, factory cleanouts, building sites, old computers.

Pick up service available.

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High quality work to fine tolerances.

## 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>	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
<b>Vice President:</b>	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
<b>Asst. Secretary:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
<b>Treasurer:</b>	Alan Driver, 1 McConnell Avenue, Marino 5049	ah 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
<b>Librarian:</b>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
<b>Technical Liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
<b>Public Relations:</b>	Beverly Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
<b>Run Coordinator:</b>	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
<b>Historic Vehicle Registrars:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<b>Committee:</b>	Neil Wormald, 14 Laver Crescent, West Lakes Shore 5020	ah 8449 7254
- touring badges	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
-	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
-	Philip Bakker, 88 Northcote Avenue, Para Hills West 5096	ah 8285 3485
-	Gary Hiscock, 12 Enid Avenue, Osborne 5017	ah 8248 6348
-	Barb Hiscock, 12 Enid Avenue, Osborne 5017	ah 8248 6348
<b>Federation Rep:</b>	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
<b>Triple 'C' Rep:</b>	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
<b>Historic Vehicle South:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<b>Assessors: Central:</b>	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
<b>North:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
<b>North:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
<b>Assistant Librarian:</b>	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
<b>Assistant Editor:</b>	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
<b>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
<b>Club Tools:</b>	Held at Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971

## The Chrysler Collector

**Next Issue:** Please submit material for the next issue no later than 26 April 2002. Corrections/amendments until 28 April 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

**13 March**

Log book updating

**10 April 2002**

Famous Classic Car Insurance

**8 May 2002**

Wayne Window — motor radiators

**15 May 2002**

Committee meeting

**12 June 2002**

Glenn Dix — motor sports identity

**10 July 2002**

Alan Tuill — Ex Chrysler employee and vehicle artist

**14 August 2002**

Mr Stidwell — aerodynamics

**21 August 2002**

Committee meeting

**11 September 2002**

Motor Registration — special number plates

**9 October 2002**

Hobby night

**16 October 2002**

Committee meeting

**13 November 2002**

Graham Sharley — Restoration of a Mercedes race car

### CLUB RUNS / EVENTS

**7 April 2002 <CHANGED>**

Platform 1 + visit to Trevor

Kelly's sheds at Littlehampton

**22-26 May 2002**

Mangeranni Run

**26 May 2002**

St Kilda Tram Museum

**23 June 2002**

Pub Lunch (south)

**14 July 2002**

Tooperang Trout Farm

**18 August 2002**

TBA

**15 September 2002**

Yelta, Pt Adelaide

**24 September 2002**

CRCASA Motorfest event

**20 October 2002**

Tick Tack Ponies (to be confirmed)

**17 November 2002**

TBA

**8 December 2002**

Christmas Picnic

### INVITATION/OTHER CLUBS' EVENTS

**18-20 May 2002**

PADARC Rally, Pt Pirie.

**31 May—2 June 2002**

Barossa Valley Historical Vehicles Club 25th Anniversary Rally

**14-17 March 2002 <CHANGED>**

R & S Series National Rally, HQ at West Beach Caravan Park

**14-18 October 2002**

5th Biennial Dodge 4 Rally—Mittagong (Southern Highlands), NSW. Geoff Knapman 02 4868 1252

**21-30 April 2003**

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

### SWAP MEETS

**17 March 2002**

NARC

**23 March 2002**

Auction at Houghton

**6 April 2002**

Horsham

**4-5 May 2002**

Naracoorte

## Welcome to New Members

Penny Smith / Hallett Cove

Helen Ferenczi / Houghton

Joy Watson / Valley View

Nina Towsty / Houghton

Richard Back / Mitcham

Paul Centofani & Melita Klingbiel / Berri Valiants

Slavio & Antonietta Cinco / Royal Park Valiant

Des and Pat Crowhurst / Netley 1998 Jeep

Terry Curnow / Glenelg North 1941 Plymouth

Paul Flynn / Salisbury East 1946 Dodge

Gary & Betty Gregory / Pt Elliot 1971 Chryslers

Barry Hall / Warradale 1973 Chrysler

Derek & Margaret Lynch / Salisbury Heights 1919 Dodge

Alan Perkins & Deborah Selth / Melrose Park

Donovan Pill / Edwardstown 1970 Valiant

John & June Schuurman / Wodonga 1935 Plymouth

*Apologies for errors—details taken by phone—Ed*

## Cover Photos

*Front:* Alan Tuill's painting of a 1935 Dodge Sedan. This is the second of a series of Alan's paintings that I propose to use on our covers.

*Rear:* Allan & Sandy Martin's 1929 De Soto roadster — ex Keith Lucas.

*Both photographs by Richard Tapp*

Whilst on the subject of the late Keith Lucas, a poem was recited at his funeral — "the Dash" — author unknown. Courtesy of the internet, the author is now identified as Lynda Evans. More of her poetry can be seen at [www.lyndaslyrics.com](http://www.lyndaslyrics.com) and it is possible to purchase her work via that site.

## COMING EVENTS

### Platform One Heritage Farm and Railway

**Sunday 7 April 2002**

The day will be a picturesque drive to Littlehampton Platform One Heritage Farm.

Meet at the Colonial gallery car park (Glen Osmond Road) at 9:30 am for a 10:00 am

departure. BYO everything

This property has been in the Liebelt family since the 1850s. There is a small charge of \$3.30 per adult and \$1.65 for children. A tour of the original homestead is also available at \$1.00 per head.

In addition, Trevor Kelly, who lives a couple of km away, is going to open up his sheds for the afternoon.

Come and enjoy some of South Australia's early history.

*Brenton & Norma Hamilton*

### Mungerannie Trip

**Wednesday 22 May 2002**

Meet at Roseworthy Service Station at 8.00 a.m. on Wednesday 22<sup>nd</sup> May.

Journey via Spalding, Jamestown and Orroroo to Cradock. Morning tea and lunch spots to be decided.

I have spoken to the Publican at the Cradock Hotel about catering for our evening meal. Details are not available at the moment.

I have spoken to the owner of the Oases Caravan Park in Marree about catering for our evening meal there too. Details are not available at the moment. I have already booked un-powered sites at the Park for those who had indicated they are going on the trip and sent off a deposit. You will have to do your own booking here.

No group arrangements have been made for the journey home. Everybody can do their own

thing. Some are going on to Birdsville, some have to come back as fast as possible. Etc. etc.

It has been suggested that some of the cars may be eligible for the Club Touring Badges. Ring Ross Bryant for details of these.

We have organised to purchase 20 litres of port to take with us. Everybody can contribute something towards the cost.

*Judy Hart*

### Chrysler Chronicle — September 1955



*"More than 214,000 miles on the meter and still going strong! This is the fine record of a 1934 Plymouth sedan owned by Mr CD Norton (above) of "Balgowlah", Ellinbank, via Warragul, Vic. Purchased by Mr. Norton when new, from Lane's Motors Pty Ltd, Melbourne (Distributors for Plymouth and Fargo), the car has been carefully maintained and is still in excellent condition. The engine has been rebored once only, and, as Mr Norton says, "runs wonderfully well, and gives good performance." Mr Norton adds, "I can still boast that I can take the Plymouth from Warragul to Sydney without changing gears! When I buy another new car, you can be sure that it will be a Chrysler product."*

## FROM THE COMMITTEE

### Editorial

#### UNACKNOWLEDGED HELPERS

Unacknowledged — until now, that is. For some time I have been meaning to mention some behind the scenes workers, but I kept forgetting.

The Collector does not find its way into plastic bags for posting by magic. From the time when Tim Smeaton and I became Co-Editors, Carol Smeaton was usually and Tim's father Ferd was frequently part of the "packing team". Last year Cathy Wood and Judy Hart took the place of *Team Smeaton*.

After the magazine is in bags, Alan Martin steps in—usually with no notice—and bundles the magazines into the postcode groupings that Australia Post requires for us to be eligible for bulk postage discounts. In addition he has to fill out a sheaf of associated paperwork and pay for the postage until he is reimbursed at the next meeting. Alan has been doing this since the early '90s

#### WEBSITE

There have now been over 1600 visits to our web site. Magazine downloads have been moved to a separate page, reducing clutter on the home page. There have been nearly 100 visits to the magazine download page in the last 2 months.

#### PHOTOGRAPHS

What an improvement! What changed?

Each issue I print a master copy of each page of the magazine on the newest of my employer's 1200 dpi laser printers. These are used as camera ready artwork for preparing offset printing plates.

Last issue, the photographs were reprinted commercially (at additional cost) and pasted on top of the versions on my master copies.

The same process will be repeated again this issue, hopefully with the same result.

*Richard Tapp*

### President's Message

The new club year is well underway having commenced with the ever popular and successful Ray Miels Breakfast Run.

Our first meeting was a sell-out affair with very few vacant seats to be found; of course this is the time to be daring and raise your hand for a position on the committee or have somebody "dob" you in, either way the end result was pleasing as we now have a good mix of new and old faces to guide us into another fruitful and adventurous year.

It is appropriate at this point to make mention of the magnificent job that Brenton Hamilton and the outgoing committee have done. With the past years efforts primarily focused on the National Rally it seems amazing that the club was able to achieve anything else at all; nevertheless we achieved a full programme of runs, functions and events, all of which are a credit to Brenton and his dedicated band of committee members.

Welcome to all of the new committee members; at first glance it may seem a hard act to follow, however we are surrounded by a vibrant and

outgoing group of people, all with their own unique talents which combine to make this club function as well as it does.

As the incoming President I would hope that I can maintain the same standard of excellence set by my predecessors, this of course will be dependent on the guidance and inspiration from all of the clubs members.

With the focus of external affairs having subsided temporarily it will be refreshing to get back to those restoration projects lingering in the back of the shed. Let us know what you are up to out there by way of an article or photos to the Editor for inclusion in the magazine; you could be amazed at the response it will receive; and by the way, if you are stuck with a particular problem get up at a meeting and tell us about it; there is an awful lot of expertise sitting out there waiting to be unleashed!

So on with the show and lets make this another outstanding Chrysler year.

*Happy and Safe Motoring*  
*Chris Howes*

## 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 March/April issue of the Chrysler Collector for members who had not renewed by the cut-off date for mailing magazines.

### 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 envelopes 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.

### Passing through Iron Knob?

*This letter was received with a membership renewal.*

Dear friends

Enclosed are my membership fees for the next 12 months. Unfortunately life has been really difficult during the past 12 months. This one has to be better.

I came across the most beautiful VH Charger in Whyalla on Wednesday. Stopped and had a yarn with the lovely gentleman who owns it and took a heap of photos.

I'm still a member of the Kimba Car Club and am thinking about wandering along for some Whyalla Car Club meetings as well. I live at Iron Knob as well as at the farm and Whyalla is closer for me. If any club members are passing Iron Knob, call in for a cuppa. My address is 137 Philips Street.

Good health and happiness to everyone in the coming year.

Yours sincerely

*Nicky-Sue Jay*

# AGM

## President's Report 2001

Thanks to all members for your support in making 2001 such a successful year, with the club going from strength to strength. As I look around at meetings, and at the starts of our monthly runs, I consider myself fortunate indeed to be involved with such a group of dedicated car restoration people.

Looking back over the year of 2001 the club has had many highlights.

- The Melrose campout and having a display at the Booleroo Centre steam and traction day.
- The Adelaide Motor Show with seven cars plus one work in progress.
- CRCASA members attending the Shannons 2001 National Motoring Tour to Canberra.
- The camp out at Moonta Bay for the Kernewek Lowender.
- Ross Fleming's marvellous pub lunch with 143 attending.
- Members participating in the Birdwood Classic.
- CRCASA hosting the ninth National Chrysler Rally.
- CRCASA hosted CCC run to Yankalilla organised by Murray Bryant.
- The Presentation Dinner organised by Ken and Carole Barnes with a different style of venue and larger attendance of members than in recent years.

- And of course the Ray Miels memorial breakfast run with approximately 130 people and 56 cars in attendance

Special thanks must go to the committee for all their efforts over the last 12 months and to all other members who have contributed to the running of the club with guest speakers and all the organising of club runs.

To Ross Fleming as secretary for keeping us informed of "going ons". For Alan Driver for handling the club's finances. To members who provide contributions to the editor for our magazine. To the editor Richard Tapp who has again produced an outstanding magazine. What a valuable asset it is for us all. To all the ladies; I take the opportunity to thank you all for your contribution not for just preparing the supper but also for contributing to the quality of our meetings and submitting articles for our magazine.

Finally, my message to all members. 1. Senior members - don't change your habits as you have set the basis of this club. You are the guiding lights. 2. Newer members - if you only take notice of half of the things the guiding lights do, you will be in for a good time.

Thank you all for a great 2000 -- 2002 as President.

*Brenton R. Hamilton*

## 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.

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.



Kevin Brincat-Cotton instantly recognised the potential of this magnificent vehicle—the potential to be Richard Hart's next restoration project.

This Imperial of the camper-van world is thought to be currently located on a farm near Streaky Bay.





# AGM

## Treasurer's Report 2001

CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA Inc.

SUMMARY INCOME AND EXPENDITURE YEAR ENDED 31ST DECEMBER 2001

	2001	2000
<b>INCOME</b>		
SUBSCRIPTIONS	6,616.00	6,294.50
ANNUAL DINNER	1,115.00	1,830.00
CAMPOUT		0.00
SALE OF GOODS	2,194.80	208.00
MAGAZINE ADVERTISING	835.00	450.00
EVENTS		2,864.50
FUND RAISING	470.85	480.85
INTEREST	<u>145.41</u>	<u>136.94</u>
	11,377.06	12,264.79
<b>EXPENDITURE</b>		
ADVERTISING	136.80	133.76
ANNUAL DINNER	1,070.00	2,100.00
BANK FEES	24.52	21.68
CAMPOUT		0.00
COST OF GOODS SOLD	1,841.95	233.20
DEPRECIATION		0.00
EVENTS	582.60	3,972.05
INSURANCE	795.97	660.00
LIBRARY	126.50	160.35
LICENCES/SUBS	79.40	73.50
POSTAGE & STATIONERY	1,323.19	1,321.40
PRINTING	3,338.10	2,455.70
RENT	630.00	550.00
TROPHIES & AWARDS	<u>109.60</u>	121.10
TOTAL EXPENDITURE	<u>10,058.63</u>	<u>11,802.74</u>
EXCESS INCOME/EXPENDITURE	1,318.43	462.05
CLUB FUNDS B/FWD	<u>11,961.22</u>	<u>11,499.17</u>
MEMBERS FUNDS ON HAND	<u>13,279.65</u>	<u>11,961.22</u>
<b>CURRENT ASSETS:</b>		
Cash on Hand	136.80	42.00
Cash at Bank	2,685.96	2,576.77
Term Deposits	6,789.89	6,716.40
Stock on Hand	1,267.00	1,801.05
Debtors & Prepayments	<u>2,600.00</u>	<u>825.00</u>
TOTAL CURRENT ASSETS	<u>13,479.65</u>	<u>11,961.22</u>
<b>NON CURRENT ASSETS</b>		
Tools & Equipment	2,576.47	2,576.47
Provision for Depreciation	<u>(2,576.47)</u>	<u>(2,576.47)</u>
TOTAL NON CURRENT ASSETS	<u>0.00</u>	<u>0.00</u>
TOTAL ASSETS	13,479.65	11,961.22
TOTAL LIABILITIES	<u>200.00</u>	<u>0.00</u>
NET ASSETS	<u>13,279.65</u>	<u>11,961.22</u>

## PAST EVENTS

### 2001 Presentation Dinner

This was held on Saturday 10th November 2001, with 108 people attending at the Plympton Park Sports Centre. It was a different format than in past years with the CRC taking over all of the dining room, that had been set up by Norma Hamilton, Sandy & Catherine Martin and Carole & Ken Barnes.

The meal got off to a good start with soup Valiant Veggie a la Brenton Hamilton, Chrysler Zucchini a la Heather Browne and Dodge Pumpkin with a twist a la Carole Barnes. During the meal, a large screen video of past events were shown and thanks to Margaret Winston the only footage of the 9th National Chrysler Rally was viewed.

Judy McNair presented the McNair Award to Neill Wormald who was described as a quiet achiever having done many things for the Club including providing a marquee and lots of prizes for the fund raising raffle and auction at the 9th National Rally.

President Brenton Hamilton presented the President's Award to a well-deserved Ron Turner. The President said Ron must have been watching the Cunningham TV adverts, because he had been selling dozens of spark plugs for "one dollar" and these plus what he had sold at the Rally had earned a lot of funds for the S.A. Branch.

The Disaster Award went to Malcolm Bean, who was scrutineering for the Federal election that night. The President promised to see that his award would be presented at the next General Meeting and the reasons why Malcolm (with the help of a "friend" Gil Purdie) had been chosen for the award.

The President then proceeded to draw prizes for the



## PAST EVENTS

### 2001 Presentation Dinner

free raffle only to be interrupted by the announcement that a VIP had arrived. The VIP was in fact the merry old gent in the red suit, and this one was certainly very merry! Luckily Father Xmas had a bag of goodies as well as some chupa chups that he distributed to the now transformed "boys & girls".

Lots of laughs and fun as the "boys & girls" came up to see Santa and sit on his knee to tell him their

requests for Christmas, some of which quite startled poor old Santa. The merry old fellow left (more like staggered) ringing his bell. What fun! Many thanks to Trevor Beythien.

The rest of the evening was more raffle prizes. Prizes for the best dressed and hats selected by observation of the secret panel of Judges. Dancing thanks for the music of Ross Fleming. Nattering with a noggin or two but aware that the CCC run was to be held the next day requiring an early start.

*Ken Barnes*

*All photo credits to Ken Barnes*



## PAST EVENTS

### In the Beginning ...

Readers of the last magazine will have noticed it contained an article on the late Brian Ludlam who was a founding member of our club. The formation of this club was very much dependent on people like Brian, and it occurred to me, that not a lot has been said in the past of those people who were the instigators of the club we know today.

Prior to 1980, if you owned a Chrysler product you were very much on your own here in Adelaide; as far as any sort of car related activities were concerned. Sure there were quite a few car clubs which readily catered for the old car enthusiast, but, if you wanted any sort of contact with a Chrysler group, you had to be a member of our interstate affiliates.

In the late 70's, a small group of people such as Dennis Goodman, the late Ron McNair, Brian Ludlam and other Chrysler devotees began putting out feelers around Adelaide, to see if there was enough local interest in the formation of a club dedicated to the Chrysler group of products. The positive response received was enough for Dennis Goodman and Ron McNair to make contact with the New South Wales club, and gain there sanction for the formation of a local club.

Early in 1980 a series of ads were run in the local press, announcing a meeting for anyone who was interested in the formation of a Chrysler club. That meeting took place in the Cafeteria of the then Chrysler manufacturing plant at Clovelly Park on February 19 1980 at 3 pm. With the attendance of 32 willing people a committee was formed and the Chrysler Restorers Club of Australia S.A. Branch was born.

Membership number 1 was given to the duly elected President Dennis Goodman, the other committee members were:

Vice President	John Nuske
Secretary	Brian Ludlam
Treasurer	Roman Gnilka
Editor	Barry Kenyon

The first General meeting was held in the CMV clubrooms in Franklin Street in March 1980 and the Committee positions were confirmed. The Franklin Street venue served as our club meeting place for quite a few years until ultimately we outgrew its facilities.

The first official club run was on Sunday July 13 1980 to Mallala oval, a total of 24 vehicles attended, quite a respectable gathering for a fledgling group of enthusiasts. At the following General meeting it was noted that membership at the time of the first run had risen to 86, and a decision was made to declare all of those members as Foundation members; a commemorative badge was also struck to mark this outing.

Looking back now it seems hard to imagine that the efforts and imagination of that small group of people have created what we are today. Browsing through the current membership book reveals just a handful of those Foundation members; Dennis Goodman, Judy McNair, Steve Lovell, Roy and Norma Schopp, just to name a few. It also makes me realise just how fortunate we are that, way back then, someone made the effort.

*Chris Howes*

### Touring Awards

A reminder to all members that the club has **Touring Awards** that are available to a member who uses a historic vehicle that is **registered with the club** for a planned tour.

There are a range of awards (gold, silver and bronze) depending on the age of the vehicle and the distance proposed to be travelled.

You can plan a tour to travel on your own or with any number of club members.

At present a fee of \$25 is charged to cover costs of the touring badge and administration. The badge is awarded on completion of the tour.

If you would like further details please contact Ross Bryant on 8277 8220.

*"Registered with the club" is not a reference to Conditional Registration as a Historic Vehicle. It refers to a separate process whereby the details of your vehicle are recorded in the club's records and a numbered club badge is awarded — Ed*

## PAST EVENTS

### US Auto Adventure—The Hershey Swap Meet

**11-12 October 2001**

For many years I had wanted to visit the swap meet-supreme in Hershey, Pennsylvania, home of the famous chocolate bar Mecca for old car buffs from around the US and the world. Part of my long service leave was to include a trip to the States, so I decided to time it so that the Hershey swapmeet was one of my first stops.

In my luggage I placed an interior window winder from the Chrysler in the hope that I might find a matching new set. I understood that Hershey is the mother of all swapmeets, a v e r i t a b l e supermarket of hard to get parts, where you can find practically



anything you need to complete the perfect restoration. Subsequent events showed that it's not quite as simple as that, but Hershey is most impressive and deserves its "biggest in the world" status.

Always plan ahead! That's the first rule of travel to anywhere. But in my case plans were sketchy,

to say the least. Little wonder that I found myself in strife as soon as I stepped off the Greyhound late one sunny afternoon, confidently expecting to find accommodation.

No one had told me that Hershey is a relatively small city by US standards and, with an influx of over 30,000 visitors for the week, every Holiday and Hampton Inn, Travelodge and Budget Motel

would be booked out well in advance.

I trudged around for almost an hour, my suitcase dragging behind, was turned down by two motels and wondered if I might be spending the next few nights under a bush. No YMCA,

backpackers nor youth hostel that anyone knew of -- then a lucky break! And I mean lucky!!

It must have been the last room in town and in an expression of American hospitality the motel proprietor not only drove a couple of miles to pick me up from another motel, but also drove back again to retrieve my jacket that I had



## PAST EVENTS

### US Auto Adventure—The Hershey Swap Meet ctd



stupidly left behind. At US \$95 plus tax per night the room was pretty ordinary, but it was comfortable and clean.

It was also 5 m from the main road going through town. But there was a break in traffic noise-between 1 AM and 5 AM! In compensation the cable television had 100 channels to choose from and the hotel was two minutes walk from the best and cheapest eatery in town. Heaven, under the circumstances! In fact I heard later that many people had stopped going to Hershey because accommodation is hard to find.

Of course I had no idea where the swapmeet was to be found and any information I received from the good folks at the restaurant assumed that I was driving. But the proprietor of the service station next to the motel was very helpful, gave me instructions for a shortcut and then an encouraging shove in the right direction.

After 40 minutes of trespassing on a picturesque golf club, wandering through expensive real estate, crossing the roads and a railway bridge and then along a major highway I finally sighted my destination. Tired before I started, I then faced the task of just walking

around the event and decided to do it systematically.

The Hershey swapmeet is HUGE! I took the rest of the first day dealing with not quite half of it, then realised that what I had covered was repeated on the other side of the highway. They say there are 12 miles of stalls-and that's probably true — divided into four big fields designated by colour, each one capable of accommodating a good-sized swapmeet in its own right.

The souvenir booklet has a series of maps showing the areas with numbered streets and avenues and the location of hundreds of vendors. The stalls vary from small allotments through to large marquee-covered establishments involving car parts companies. Most seemed to be under some kind of shelter of course. A number sold just literature and memorabilia and others specialised in such things as toys. There is a big market, for example, in kiddie (pedal) cars.

Scattered throughout were cars at various stages of restoration, some with big price tags. I remember a glorious 1937 Packard Victoria convertible, very shabby indeed, with an asking price of US\$70,000! One area of the event was devoted just to cars, a field of American and



## PAST EVENTS

### US Auto Adventure—The Hershey Swap Meet ctd



some British models from pre-war classics through to the 1960s. Here the price tags didn't seem too bad, if you were American. Most were out of the question for those of us who deal in Aussie dollars. But such lovely staff! The convertibles and roadsters particularly took my fancy and not a minute went by when I didn't ooh and ah and drool over something.

Most of the vendors seemed to be dealing in post-war goods and I quickly discovered that my 1938 Chrysler is a rare bird even in the States. I found no parts that I could recognise, let alone use. That window winder that travelled around the world was actually made in Australia according to one vendor who specialised in door furniture and knows such things.

Damn! I could have used that suitcase space! Lucky I didn't also take a sample hubcap because from the thousands that I saw the closest was a pair from a 1938 Imperial.

The weather was perfect for the event and the huge crowd jolly and friendly. There was lots of car talk in the air (funny about that!) and besides the various US accents one recognises from television, I heard a number of European languages as well.

Also in the air was the faint aroma of chocolate,

compliments of the local industry. I did actually buy a genuine Hershey bar in its birthplace — very nice, but one was plenty!

People were curious that an Australian should come such a long distance for a swapmeet particularly in the wake of September 11th. One lady, having already spoken to an English man, said "Lordy, you guys aint afraid of anything!"

The only thing I ended up buying as a souvenir was a pair of pages from the Saturday Evening Post advertising my Chrysler, at a cost of \$12. Maybe they'll look good framed. I would like to have bought a genuine 1938 brochure, but it was just too expensive.

At the end of my second day at the swapmeet my feet were aching and were not looking forward to the long walk back. But in another expression of American hospitality, a motorist saw me trudging listlessly along the highway, took pity, and gave me a lift back to the motel.

It turns out he had antique car connections in Melbourne and was a local who had often himself walked to the swapmeet. Was I grateful!!!

I guess it didn't matter that I couldn't find the window winders at Hershey, despite the size of the event. Some day I'll find them much closer to home. In any case just being there was exciting enough.

**Greg Janzow**

*All photo credits to Greg Janzow*



## RESTORATION STORY

### The Blue Flyer II - Part 5

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

The auto-electrician adjusted my new brushes, now I'm generating again and gaining power with every mile. He gave me a good medical and made some adjustments and after four days we are "on the road again".

Back to Normanton and from there on we basically headed south, through places like "Bang Bang Jump Up", Burke and Wills Roadhouse, Cloncurry and Mt Isa where we chased up a restorer (he lost his name and address) who was only too happy to supply turning grease cups to try and stop the flow of water out of the grease nipples on the water pump.

From the Isa we headed south to Dajarra and onto Boulia where we were given very strong advice at least twice to take the first road and not to attempt road 2. We took the first road and we've seen better station tracks than this road. It's stony and rough with high wind rows. I travel over them OK but the poor Pup at some stages is just bulldozing the wind row. We try travelling along the top of the wind rows. This certainly kept Lofty on his toes but it was much better for the Pup and reduced the drag on my trailer hitch.

As we've travelled south from Karumba the country has changed slowly as the effect of the wet and dry seasons give way to hot dry summers and cool dry winters. The channel country that we are now travelling through is lightly wooded rocky plains criss crossed with the flood channels that might extend to 2 kilometres. These are noticeable from a distance due to the majestic gum trees that line the floodway and bird activity increases. Slowly we start to notice an occasional small sand-hill and then a few more closer together - this is the edge of the Simpson Desert.

Just when he thought we might survive unscathed, my right front wheel departed. This made Lofty sit up and take notice. Luckily we did not fall over and finally came to a stop in the middle of the road as my wheel, tyre and ½ a

stub axle rolled past into the scrub. It was 8:15 am Wednesday, Lofty took photos and jacked me up so I looked presentable. He then wrote a note containing all relevant details and sat down to wait. 9 am and the first car - luckily going the right way and was only going to pick up some diesel in Bedourie, about 30 kilometres. He returned about 10 am and quote "They know your out here, they don't know how they're going to pick you up. One suggestion was the council bulldozer float - but don't worry, they will be out to get you so just light a campfire." We did as told and at 5pm the rescue party arrived.

After a beer and lots of discussion they finally disconnected the Pup, jacked me way up high and backed a 8' x 5' trailer under my front axle. I was lowered down and chained on. The pup was towed by another vehicle. Robbie offered one bay (20 x 18) of his workshop for my use. It was gratefully accepted and Lofty began work. Find out what parts are required, ring Dick, Dick and Rick find parts (Thanks Guys), Dick delivers parts to Lofty's son, he takes to airport and my spare parts arrive Sunday morning (it's easy without Australia Post).

While I've been laid up for 4 days Lofty's given me a good medical, tightening and adjusting as required. At 5 am he went with Mark (the pig catcher) and crew to see and photograph how wild pigs are caught and are then sold to go to Germany to make sausages - \$1.00 per kilo at the box, killed and dressed. One afternoon he went fishing with some locals, again he caught naught.

Early Monday morning and we're "on the road again" and slowly, slowly, slowly the road improved and eventually we arrived at Birdsville. As school was out to lunch we stopped in and he showed me off to them. As with the other schools we've visited they want to see him 'wind me up'!

When he was told it was good fishing 70 km away he said "which way?" and away we went 70 km of Hell's Road. BUT he did have the best days fishing of his life. The road didn't feel half as bad going back into Birdsville 2 days later. Leaving at 6 am to tackle the "Birdsville Track" and the longest stretch between fuel stops, 300



## RESTORATION STORY

### The Blue Flyer II ctd.

km. The track was like a three lane highway compared with what we had passed over. That night we camped in Cooper Creek.

On the road early to Marree, on down to Leigh Creek spending our last night away at Hawker, the town where he found me all those years ago. He kept his promise to take me back one day - he only chose the long way back. Our last day on the road again. It's cold, it's blowing, it's raining. We travel to Quorn, Pt Augusta and down to Adelaide at 50 mph, purring along and loving it!

Arriving home with an extra 4,850 mile (7,800 km) on my speedo, a smashed up mudguard etc, and water pump requiring a complete overhaul. Now ask Rick and Mick if they would be so kind as to bash me around and make me all pretty again.

Thankyou to all who assisted in our hour of need, we hope the kindness can be repaid one day. That's all from me till the FART Tour.

*The Blue Flyer II*

### An Electronic Speedo for \$30

*This article is from the October 2001 issue of The Grease Rag, journal of the Whyalla Vintage and Classic Car club Incorporated.*

Looking for a means to check the accuracy of the speedo in my Overland Whippet I came up with the idea of using a cycle computer available at any bike shop from \$30. Following the simple instructions the only modification to the cycle computer was to lengthen the two signal wires.

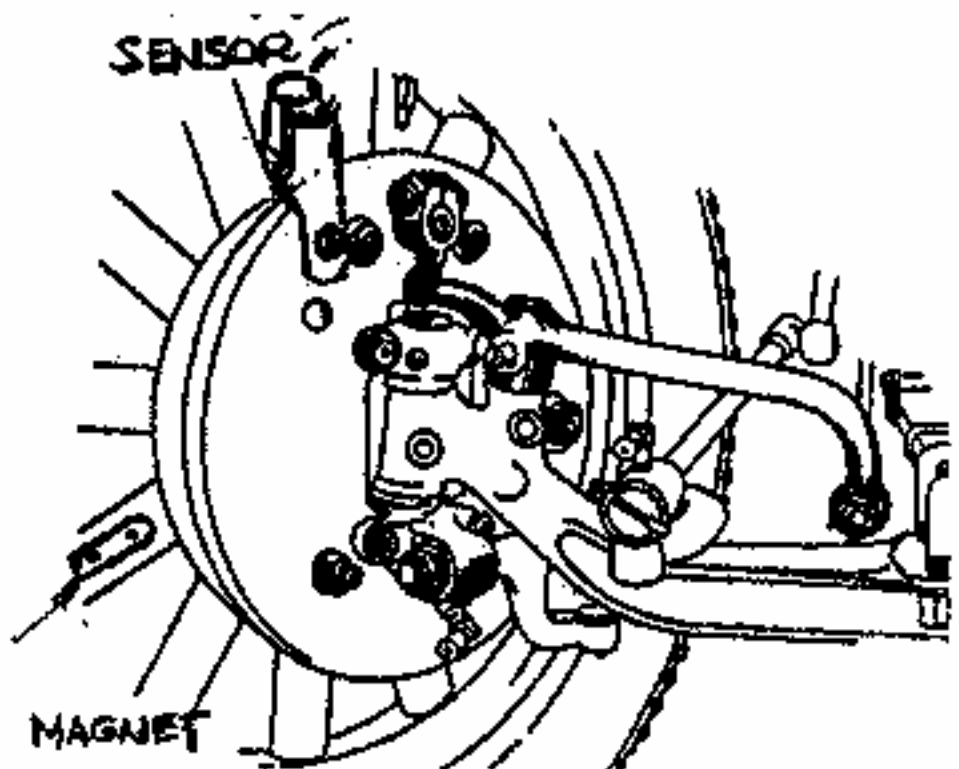
A magnet had to be installed on a wooden spoke of a wheel. I chose a front wheel. I chose to use Araldite to glue it to the spoke and made a bracket which bolted to the front brake housing to hold the sensor ensuring the specified clearance of 4 mm. between the magnet and sensor.

The unit now requires to be calibrated which requires the circumference of the wheel to be keyed in as per instructions. The circumference can be calculated mathematically or by using a tape measure. Then it's time for a test run. I tried it for distance against several sets of 5 km posts along the highway and found

it to be so close it wasn't worth changing the settings.

The functions the cycle computer has are: current speed, trip distance, odometer, average speed, maximum speed, time clock, travel time and total travel time. All these readings can be in either kilometres or miles. Not bad for \$30 when you compare it with the cost of a trip computer in a modern car.

*Allan Gibbons*



## MOTERING HISTORY

### Aussie Inventors Have Led the World

Since the dawn of motoring, Australia has been a world leading innovator.

Although complete motor vehicles have been made here since the 1890s, much of today's technology is imported. Just the same, our local automotive history is crammed with brilliant innovations.

Several leading Aussie inventors — including Dr Arthur Bishop and the Orbital Engine Company — have successfully tapped lucrative world markets. One quarter of new cars built overseas now incorporate components using patents held by Arthur Bishop or his Sydney-based company, an astonishing tribute to his talent.

Bishop ranks alongside another great Aussie, Felix Caldwell who built the world's first four-wheel drive, cross-country car in Sydney in 1913. His design pioneered full-time four-wheel drive, power steering, four-wheel brakes and four-wheel steering — ideas later widely copied.

Arthur Bishop devised a variable ratio steering mechanism in 1958 which several major companies — including steering specialists Bendix and ZF — manufactured under licence. It provided drivers with an indirect steering action when manoeuvring and a more direct, faster action at normal speeds.

Bishop graduated in engineering with Honours from Sydney Technical College in 1938 and founded the Bishop group in 1957. His first major invention was a variable ratio linkage for the aircraft landing gear used in US military planes during WW2.

He patented 30 major inventions, some of which appeared in many of the world's most prestigious cars, including Toyotas.

Australian inventors produced the first road train, the first tipper truck and the first utility with a self-loading tailgate. They also devised the self-parking wiper (R.A. Powell and R.W. Newton in 1932), the first four-speed auto transmission and the first downdraft carburettor.

Australia's talent for automotive invention blossomed in 1885 when David Shearer of Mannum, South Australia, started work on a steam carriage, completed in 1896. It had a differential in the rear axle and a steering system incorporating the modern concept of quadrant, drag links, kingpins and stub axles.

In 1899, Melbourne's Henry Sutton built a petrol car with front-wheel drive, advance-and-retard distributor, automatic chassis lubrication and a recoil engine starter operated from the driver's seat. Even the British *Autocar* magazine hailed this 'car from the antipodes'.

By 1908, no less than 40 different cars had been built in Australia, but many roads presented major problems,

including deep quagmires. Queenslander A.J. Cotton's answer was an engine-driven winch which proved so effective that, today, no off-roading enthusiast would be without one.

In 1908, Adelaide's amazing Felix Caldwell built a 4WD truck with the world's first four-wheel drive system, plus power steering and power brakes.

Although Lancia is generally credited with devising the first production car with an integrated chassis and body structure, Sydney's Alfred John Swinnerton had anticipated the idea. In 1907, Swinnerton built a small car with the chassis frame and body integrated into a single unit to add strength and save weight. Eight years later he built a bigger car using the same principle.

In 1923 Dr A.R. Marks of Sydney improved the concept, using stressed plywood to produce a monocoque structure, the grandfather of the chassis-less cars we now drive. His idea was taken up by aviator Charles Kingsford Smith and used in the 1933 Sydney-built Southern Cross car.

During World War One, George J. Hoskins invented a new kind of front-wheel drive mechanism and took it to the USA where it made more than a few ripples in hide-bound Detroit. Unfortunately, Hoskins died in tragic circumstances, well before Citroen pioneered the modern front-wheel drive concept.

In 1928 Melbourne's Bill and Bob Chamberlain (of tractor fame) built a front-wheel drive sports car, followed by a prophetic mid-engined sports model. About the same time, A.J. Northey of Brisbane constructed a simple, lightweight rotary engine that showed enormous promise as it could run on almost any liquid fuel, including sump oil and low grade kerosene.

Development funds ran out during the 1930s depression, so Northey took his idea to England. The economy there was also depressed, so he turned the rotary engine into an air compressor, which remained in production until the 1960s.

The Depression also led to the creation of the coupe utility, a combined two-seater passenger car and load tray. Two local vehicle-makers arrived at the idea simultaneously when bank managers were authorised to lend money only for working vehicles, not passenger cars. Thankfully the 'ute' qualified as the former.

Later came the Australian Kelpie, a ute with a powered cargo bed that could be lowered to street level when loading a heavy load, such as a refrigerator. It was then hydraulically raised to the normal tray height.

Prior to WW2, Australia led the world in innovative car bodies and Holden's Motor Body Builders developed many ideas that were copied around the world. It

## MOTORING HISTORY

### Aussie Inventors Have Led the World ctd.

designed the first hatchback during the 1930s. Like a modern hatch, this clever vehicle had a top-hinged boot lid and a rear seat that folded flat to double the luggage space.

In 1937 Chrysler built all-steel bodies in Australia and fitted them to Plymouth chassis, 12 months before the US parent company had its first all-steel body in production.

Another pre-war success was Howard Hobbs of Melbourne (#) who designed an auto transmission. In 1931, he moved to England, taking a fully automatic Austin Seven with him. Immediately after WW2, Hobbs produced the world's most advanced auto transmission, the four-speed Mecha-Matic, which was lighter and more efficient than any other unit of its day. The Hobbs design was the first automatic to allow the driver to engage and hold any of the lower gears. Borgward of Germany offered MechaMatic transmissions in production cars but there was little interest in automatic motoring in Europe during the 1950s.

Recent times have seen some marvellous Australian engine concepts, including the Split Cycle devised by Rick Mayne of Arundel, Queensland, but in commercial terms, the most successful inventor was Perth's Ralph Sarich.

His Orbital Engine Company pioneered a new style of direct fuel injection, using compressed air to carry stratified fuel directly into a cylinder. Initially, developed for a rotary unit, it was adapted for two-stroke engines and the technology is now used on production marine and motorcycles engines. It is expected to soon appear on volume-produced, low emission cars.

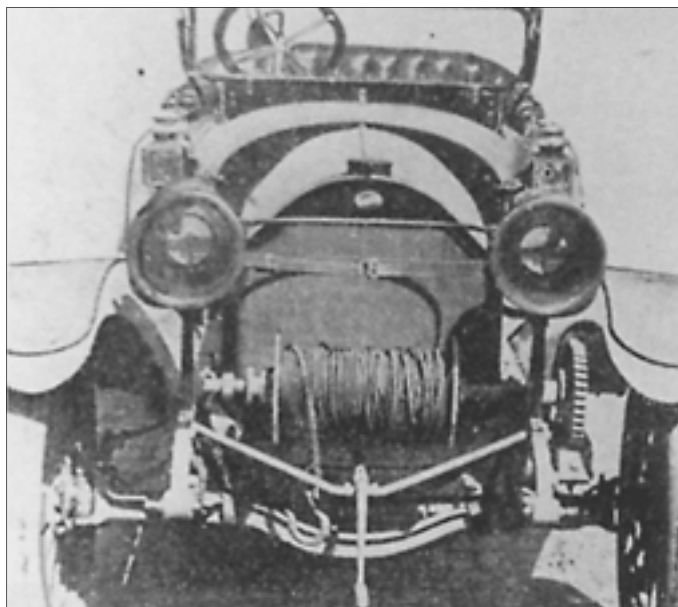
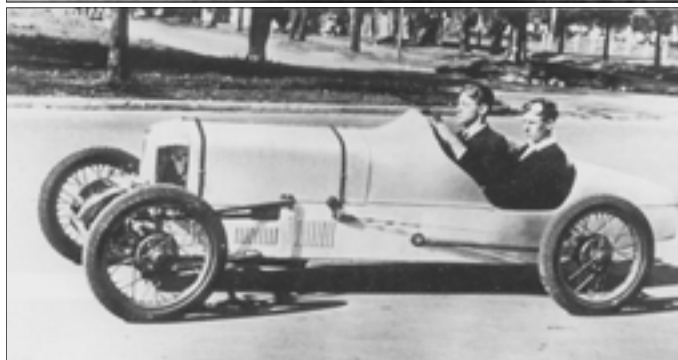
How many other brilliant ideas must still be languishing in garages and on drawing boards around the country?

*Pedr Davis*

*Reprinted (with permission) from "Drivers World", the Toyota Australia customer magazine.*

*# Note that Howard Hobbs actually came from Payneham, South Australia, not Melbourne. CMV financed his early experiments.*

From top: Felix Caldwell pioneered the tipper truck in 1907. Brothers Bob and Bill Chamberlain built the first known front-wheel drive sports car in 1928; A.J. Cotton produced the first engine-driven automotive winch in 1908; John Swinnerton built a small car with an integrated chassis and body structure in 1907 and, in 1915, used the same principle for this bigger design.



# HISTORY OF COSTUME

## 1960s

*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 [ww2.oneonta.edu/~angellkg/](http://ww2.oneonta.edu/~angellkg/) and is used with her permission.*



No. 102 Short sleeved day dresses. Flower pot hat, Audrey Hepburn look. No. 103 Mohair sweaters and stirrup pants influenced by the first televised Olympics at Squaw Valley. No. 101 Jackie Kennedy look - ensemble coat and dress, boxy suit, pill box hat. No. 104 Italian - Sophia Loren look. Hostess top and toreador/capri pants. No. 105 Bikini bathing suits named for Bikini Atoll in Pacific where atomic testing was done. No. 106 Moon girl look. Inspired by space exploration and moon landing. Also revival of the Gothic look surcoat from the movie Camelot.



# HISTORY OF COSTUME

## 1960s ctd



No. 108 Uni-sex look - Men and women dressing the same. Bold prints and stripes for both men and women. No. 110 Mini skirt, love beads, long straight ironed hair, often accompanied by Go - Go boots. Introduced by London designer Mary Quant. No. 109 Hippies/flower children antiestablishment, counter culture group. Experimented with drugs, sex, communal living. Were a part of the general anti - Vietnam War protest movement. No. 111 Hot pants, short shorts, butterfly collar blouses with billowy sleeves. No. 113 Woodstock Rock Festival, Woodstock, NY, 1969 No. 114 Levi's blue jeans become a form of protest and a virtual uniform of the youth. Long shoulder length hair for men and women.



## MARKET PLACE

### FOR SALE

1919 Essex roadster model 5A in good running order. Has completed 2 Bay to Birdwood runs. A rare vehicle. Genuine sale. Best offer near \$20,000. Engine # 27640  
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1920 Dodge Brothers motor best offer over \$5. Jim McLachlan 82942992

1922 Willys Overland. Complete but needs restoration. Last registered 1973. Roger Fritsch 8251 1100 0412 820 356

Dodge 4 honeycomb core radiator and surround. Excellent condition. Offers \$800-\$1,000 Merv Riches 8323 9603 or 0407 236 872

1927 Dodge 4. Part restored. Fully reconditioned and balanced engine. All guards and front panels ready to bolt on (painted). \$2,500 Roy Schopp 8862 1854

1928 Plymouth Q sedan plus spares. 8261 5230

1929 Dodge sedan. Wooden wheels, luggage rack. Complete but needs restoration. Stored 15 years. Vehicle located at Hope Valley. Colin Lacey 8351 0774

1952 Plymouth station wagon. Heaps of spares, panel and motor. \$3,500 Otto 8520 2201 (at Virginia)

1950s (?) folding picnic table. Quite good condition. Best offer. Kevin Williams 8251 3240

1965 AP6 Valiant station wagon. Restore or parts. Must sell \$200.00. Unregistered. Canadian tail lights David Jeffrey Phone 041 885 0248

1969 VF Valiant 2 door Regal with LPG. Would like to see in hands of enthusiast. \$1200 firm. Alan Mersh 8396 3552

1972 ZD Fairlane. 302 V8, C4 auto, 2 owners (1 family) Tired but restorable. \$1,200. RTX-131 Steve Tyler 8261 7971

1974 Valiant VJ Regal 265 auto, power steering, air con. Always garaged. Quite good condition. 300,000+ km

Richard Madigan 8270 1706

1975 Audi 80 Restore or wreck for parts. \$200 Alan Tomkins 8552 5357 Victor harbour

1976/77 CM Chrysler parts, including interior trim, 2 cloth/vinyl light blue bucket seats, instrument panel crash pad, door trims, window glass, rear window, bumpers, jack, wiring harness, instruments. VGC. Have been in storage for years. Keith 8263 4317

2 Valiant steel rims with 205x70x14" tyres \$30 ea

2 AP6 rear helper springs (new) \$20 pair

1 CL rear bumper fair condition \$40

1 Plymouth 38-40 year rim good condition \$30

1 AP5 or AP6 radiator good condition \$40

Murray Bryant 8443 9967



1974 Valiant Coupe. Good condition mechanically and has a good chassis but needs some panel work and upholstery. Recon Hemi 265, re-cored radiator, new battery and good tyres. Owned for the past 14 years. Alan Nicholls 0407 975 673 or 8370 9816.

### WANTED

500x24 tyres. Urgent. 1 will do if no others available. Also a headlight rim for 1924 Dodge. Trevor Kelley 8391 2685

1924 Dodge 4 radiator. Urgent! Darryl Hincks. 8568 2348

Contact with owners of 1928 Chrysler 52's in Australia. Peter Rowe (New Zealand) rowtoomey@hotmail.com. (If you don't have internet access the Editor will pass on your contact details.)

1934 De Soto Airflow hubcaps (8 1/2" diameter) and left hand rear wheel shield (spat). Keith Dodkins 08 8955 0817 (Alice Springs)

Photos or any other details of 1934 or 1935 Dodge KC tourer. Same front end as '33 DP Dodge. Graham Bailey 8264 2261

Manual overdrive gearbox to suit 6 cylinder Chrysler Royal. Bob 0408 841 118

Chrysler Royal V8, sedan or ute. Consider any condition, going or not. Bob 0408 841 118

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