



THE CHRYSLER COLLECTOR



Number 143

November / December 2002

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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:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice President:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
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:	Malcolm DuBois, 4 Poltwana Tce, Broadview 5083	ah 8269 4771
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Public Relations:	Beverly Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
Run Coordinator:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
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:	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, 39 Sheridan Street, Woodville North 5012	ah 8268 2586
-	Gary Hiscock, 4 Bonney Street, Meningie 5264	ah 8575 1882
-	Barbara Hiscock, 4 Bonney Street, Meningie 5264	ah 8575 1882
Federation Rep:	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
Triple 'C' Rep:	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
Historic Vehicle South:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Assessors: Central:	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
North:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
North:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
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Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Club Tools:	Held by 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 3 January 2003. Corrections/amendments until 5 January 2003. Contributions can be e-mailed to crcasa@picknowl.com.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. Photos should be scanned at 200 dpi; line-art at 600 dpi. **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 November 2002

Graham Sharley — Restoration of a Mercedes race car

11 December 2002

Christmas meeting

12 February 2003

AGM

19 February 2003

Committee

12 March 2003

Meeting

9 April 2003

Vintage lighting

14 May 2003

Trading tables

11 June 2003

Keeping the Peace in Timor

CLUB RUNS / EVENTS

17 November 2002

Dam Run

8 December 2002

Christmas Picnic

26 January 2003

Ray Miels Memorial Breakfast Run

9 February 2003

New! Registration Day— Renew your membership, get your log books updated, sizzle a snag!

15 February 2003

10 Pin Bowling

Sat 8 March 2003

Evening run to Athelstone

13 April 2003

Return to Black Powder

25 May 2003

Pt Adelaide / Torrens Island

15 June 2003

Pub lunch

INVITATION/OTHER CLUBS' EVENTS

24 November 2002

Christmas Cavalcade

22-23 February 2001

All Chrysler weekend

9 March 2003

Rock & Roll at Birdwood

18-21 April 2003

Mildura Rally

21-30 April 2003

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

May 2003

Federation "Meet the Clubs" Tour

16-19 May 2003

Kernewek Lowender

SWAP MEETS

16-17 November 2002

Bendigo

24 November 2002

Rotary's 2002 Monster Auto Swap Pasadena High School Oval

19 January 2003

Hahndorf

16 February 2003

Murray Bridge

23 February 2003

Ballarat Swap Meet

2 March 2003

Campbelltown

16 March 2003?

Clare

Welcome to New Members

Glen Lawrie
Mile End

1927 Dodge

Frank & Lynn Evans-D'Angelo
Kapunda

1959 Chev Belair

At the September meeting, our membership and vehicle records officer, Judy Hart, celebrated a major birthday. It wouldn't be polite to say how many birthdays have come before this one, but there were 6 candles on the cake ... *Photo Denis Greig*



Cover Photos

Front: Alan Toull's painting of Ian Webber's 1955 De Soto. This is the sixth of a series of Alan's paintings used on our covers. [Photo Alan Toull]

Rear: David & Melva Schumacher's 1925 Dodge 4 at the start of the 2002 Bay to Birdwood. [Photo Richard Tapp]

COMING EVENTS

November Meeting

13 November 2002

This meeting will start early at 7.00 pm sharp with Graham Sharley presenting his extremely rare Mercedes Benz racing car for us to view & hopefully hear in daylight saving hours. Graham

will also give us a description of this car's remarkable restoration & also tell us of his other exotic car restorations (including a Dodge). Don't miss this night!

Graham's style is humorous & witty & even our dedicated lady

audience will appreciate this man's story. The club meeting will follow the guest speaker. We might even get an early night!

Malcolm DuBois

Dam Run

17 November 2002

Meet at the weigh station O'Halloran Hill from 9:30 am for a 10:00 am departure.

There will be a short morning tea

stop at Meadows. You will have the opportunity to stop at bakeries at Clarendon, Meadows and Myponga.

After lunch you may wish to

browse through the Myponga market.

BYO food, drink, tables and chairs.

Dave & Gaye Aylett

Christmas Picnic

Sunday 8 December 2002

Venue: Black Hill Conservation Park, 115 Maryvale Road, Athelstone.

Assemble 10:30 am at the CRC clubrooms for a 11 am departure. Lunch will be at 12:30 pm. Chicken will be

provided by CRC as will plates, cutlery and serviettes. Cordial will be provided for the children.

Please bring your own chairs, tables and drinks. Cost per family is \$5 and \$3 for a single.

Members please bring a salad or a sweet to share.

Father Christmas will visit during the afternoon.

If you did not add your name and number of attendees on the sheets provided at the October and November meetings and wish to be included, please contact Neil or Joan Wormald

Ray Miels Memorial Breakfast Run

26 January 2003

Meet at Clubrooms at 7am for a 7.30am departure.

A short run will bring us to an inner metropolitan park which is well

provided with electric BBQ's and shade.

BYO breakfast items as well as tables and chairs.

For any other details, contact Chris Howes on 81653971.

Tasmanian Tattersall's National Tour

All entrants wishing to travel to Melbourne with the group on the 16th April 2003 please note, there will be a final meeting at Trevor & Lorraine Beythiens' 6 Manly Circuit, West Lakes Shore, on Wednesday 26th February 2003 at 7.30 pm

To keep you up to date:

There are now some vacancies available if

anyone would like to go please contact Lorraine on 8449 8905.

There are also considerable reductions on taking any Caravan or Camper Trailer with you to Tasmania. For instance a 6x4 Camper Trailer \$150 return. Please contact Kelly Charles at TT Lines or Lorraine Beythien.

FROM THE COMMITTEE

President's Message

With the year drawing to a close, I feel that we can honestly say we have achieved a great deal. What with issues such as Insurance, Historic Registration and the ongoing projects associated with tools and literature inherited from MMAL, quite a few of our members have had the nose at the grindstone all year.

As we approach our Annual Presentation Dinner the opportunity exists for all of us to acknowledge those people that make the club tick, we can do this for instance by nominating our Club Member of the Year; why then do we get so few votes for this award? I know I have been pushing this issue of late, but I simply cannot understand how we regularly get 80 to 100 people at a meeting; and over 100 on some of our outings, and yet we receive a mere 30 or so votes for this award. If somebody has suggestions I would dearly like to hear them.

At our last committee meeting we set the scene for the first half of next year, and what a year it promises to be. There are a couple of new innovations in our program, such as a Registration Day early in the year and a variety of different approaches to our regular meeting nights,

whilst on the subject of coming events, we have received advice that the next Chrysler National Rally (or should that be gathering ?) is to be held at Geelong Vic. from September 26 to October 2 2004.

You will be aware of a notice in this magazine regarding a pending motion to amend our Constitution, in order to create a probationary membership category. The committee for some time has felt the need to deter the practice of applicants joining our club, solely for the purpose of obtaining cheap registration. Our solution is to amend the new membership form so those applicants sign an understanding, that to be a member, they are required to attend a nominated number of club functions throughout the year.

As this is our last magazine of the year, I would like to extend to all of you the warmest wishes for the Festive Season, and for those of you motoring throughout the holiday period, please drive safely so that we can enjoy your company in the coming year.

Merry Christmas and a Happy New Year.

Chris Howes

Secretary's Jottings

Seems only yesterday that we were all trundling off to the Annual Club presentation Dinner, but it is almost on us again. With the Dinner comes voting for the Club Member of the year, and it is pleasing to note that this year the number of members voting has doubled the number of votes lodged last year. This is in part due to increased numbers within the Club, but also due to our President, Chris gently reminding us of our responsibility in this area.

By way of comment, I believe that this year's Bay to Birdwood run was one of the best yet. Mind you, if you load up your car with friends, family and plenty of tucker, drop down the roof, and acknowledge the crowds on the roadside, you cannot help but enjoy it. Throw in some good weather and no car problems, what more could you ask for!

I missed the Club Run to Roseworthy, (my apology was conveyed to Phil) due to a family organised day viewing the Classic Rally on the closed section up at Ashbourne. Seems I will miss the next run (or part of it) due to an AGM on the same day!! Life is a real drag these days, but I would not swap it for quids!

The next Pub Run venue is booked for the 15th June 2003, and for those interested, on the 1st February 2003, a Saturday evening Club Run (or a bit of fun run) I have booked Marion Bowland for a couple of games. It is two years since we did this evening, and it has always been quite popular, for both young and older members alike!!

With Christmas around the corner, the best to you all, and it is to be hoped this crazy world settles down a bit in 2003!!

Cheers - Ross F

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Trevor Shepherd, Lorraine Beythien, Judy Hart, Sandy Martin, Kevin & Barbara Williams, Denis Greig and Bill Watson. As a result of bad planning, I have had to carry forward Judy Harts report on the Mt Lofty Run.

WEBSITE

There have now been over 3,300 visits to our web site since April 2001 and 530 visits to the magazine download page since January 2002.

RESTORATION SERVICES DIRECTORY

There is now an October 2002 version of the Restoration Services Directory on the web site.

PAST EVENTS

Bay to Birdwood 2002

In this year's Bay to Birdwood we entered our 1929 De Soto Roadster as it was just going to be the two of us, other times we have taken the '25 Dodge.

However, a week before the run our two daughters Catherine and Rebecca decided that they would like to join us. I had already decided that we were going to dress in period outfits as the Bay to Birdwood committee had organised a new competition called "Fashion In The Field". After talking to the girls and a little coaxing, they agreed to dress up for the occasion.

I had a quick look through the clothes I have accumulated over the years (I thought they would come in handy one day), and found some coats, hats, shoes and jewellery that fitted the era, and all that was missing were the dresses. After fossicking through some Opp Shops, we soon completed the outfits.

The Friday night before the run the girls had a dress rehearsal and were pleasantly surprised to how good they looked in there outfits while I spent the evening cooking and preparing our picnic lunch.

Sunday morning was an early rise with dressing and packing the car. We were all very relieved that there was no rain and the weather looked promising as the previous day had been damp and windy and I knew Allan would have the roof down (as always). However, Allan did say that we could use umbrellas if it rained.

Setting off for West Beach we arrived around 7 a.m. and found a great many vehicles there already. We decided on some breakfast after which we wandered around admiring the many vehicles and catching up

with other car club members.

Setting off around 10.30 a.m. we coasted along, waving to the crowds of people who had lined the route and simply enjoying the day. However, as we approached the foothills we slowed down to give way to a modern vehicle and was nudged by a Maxwell from the rear, startling the girls who were in the dickie seat. Fortunately, the picnic lunch that was packed in an old leather case on the pack-rack took the brunt of the impact so there was no damage to the rear of the car.

Allan spoke to the other driver and decided this would not spoil a perfect day. Wishing the occupants of the other car all the best (as they were a bit upset as to what had happened), we continued on our way. We arrived at Birdwood around 12 noon where we set up our picnic lunch after which we wandered the grounds taking in the atmosphere.



PAST EVENTS

Bay to Birdwood (ctd)



that it was there idea to dress up.

Sandy Martin

I was right next to the Martins when the Maxwell incident took place. I probably should have been where they were and vice versa.

A short distance earlier the Martins and I had been side by side, but their lane was blocked. The sociable thing to do would have been to have slowed and made room for them to change lanes. However by the time this

During our stroll around the grounds we were approached by some of the judges and were asked to enter the fashion competition that was to be held later in the afternoon. We had a lot of fun parading in front of the large gathering of people and to our surprise we came away with the prize for "Best Dressed Family". We felt like celebrities with people congratulating us and taking photos of the family. It was a perfect end to a great day and the girls were glad



idea had started to gel it was too late, Alan had started to slow and I would have had to out-brake them to yield. So by that quirk of fate, we "swapped places".

I had noted the Maxwell when it passed me, wondering whose it was, then noted the badge of another club of which I am a member. At that point I thought we should sign them up — but now maybe we shouldn't be in too much of a rush ... Ed.

PAST EVENTS

Bay to Birdwood (ctd)

THE BEYTHIEN REPORT

The 1390 Entrants, assembled on a cool but sunny Sunday morning at West Beach as usual.

In the assembly there were 67 entrants from this club, which I would think is a good average of entrants from one club. Many of the names I haven't seen around the club, but many I have and we caught up with most of those known on Club outings.

A great atmosphere is created in the morning with many of the entrants dressing for the occasion in the era of their cars. The some of the outfits were as fine as the autos they travel in.

We had a very smooth flowing trip from West Beach to Birdwood. The police along the way provided the vehicles with a very easy trip. Travelling via Tapleys Hill Road made it a much easier trip to Anzac Highway.

The amount of people who line the streets all the way to Birdwood never cease to amaze me. Some were still there when we returned at 4 o'clock in the afternoon.

One of the highlights was that the Martin Family won the BEST DRESSED FAMILY for the 2002 Bay to Birdwood. Congratulations to Alan, Sandy Katherine and Rebecca. You all looked great.



Photographs by Bill Watson and Richard Tapp. Clive Steven's cartoon is reproduced with the permission of Messenger Newspapers.



PAST EVENTS

Roseworthy Agricultural Museum

Sunday 20 October 2002

When we arrived at Carisbrook Park around 9:45 am, quite a few others were already there. They had sprigs of wattle for us to wear, as a token of remembrance for all of those killed and injured in the Bali Bombings.

After the usual chat while we waited for the nominated departure time, Phil and Cathy handed out the run sheets and we observed a minute's silence.

We left a little after 10 am and headed straight up Main North Road, through the main street of Gawler and out to the Roseworthy College, where there was an area reserved for us opposite the museum entrance.

We all set up on the lawn along side the museum and had a late morning tea. Some bought home made cakes and jam.

Some members brought their BBQs and had lunch before touring the museum, while others visited the museum first and bought lunch from the sausage sizzle within.

Inside the museum we looked at an array of stationary engines, tractors and other farm machinery of all ages and types.

There were a very good display of both static and working equipment—even a couple of draft horses working the ploughs. What beautiful docile yet strong animals they were.

There was also a very good display of models of farm equipment, and a collection of old tools and College scientific equipment.

After seeing what there was to be seen, we sat around and chattered with other members and just enjoyed the day.

I think that there were about 21 club cars and a handful of moderns.

All in all a very good day. Well done Phil and Cathy.

Kevin & Barbara Williams



PAST EVENTS

Roseworthy Agricultural Museum (ctd)

It started out as usual. What am I going to wear? In the end you take sun glasses, hat and a jacket "just in case". Lunch was packed, the car had been started and washed so we actually had a good start.

We arrived at Carisbrook Park to find quite a few members already there and Norma Hamilton giving everybody a spray of wattle in remembrance of the people killed in Bali. We had a minutes silence before we left. How lucky we are to live here, especially Adelaide.

We were all given a very comprehensive map of our route so we had an uneventful run through Gawler, arriving at Roseworthy to be greeted by Roy Schopp. He and Norma are safely home from their three month trip around Australia. We parked all our historic vehicles right in front of the Museum for all to admire. We took over the nice lawned area at the side of the Museum and proceeded to feed ourselves as usual. Car Club runs are much like going to the movies, the first thing you do when you get where you are going, is eat!

Eventually we wandered into the museum to be greeted by a marvellous display. They had all-sorts and everything. From full size engines to models, working ones at that. Marvellous carved wooden scenes that moved. Every type of tool and utensil ever used in the house or on the farm. Wool baler and carders, medical equipment, butter churns of all sizes and shapes. And then you go outside! Enthusiasts were madly stoking up their engines and the air was full of noise and fumes. You could crush rocks, clean onion seeds, sort wheat seed, mow your lawn, plough the fields; you name it, there was a machine there doing it. They even had the blacksmith shop working.

Then there was more food: huge pieces of cake for 50c, biscuits, jams, pickles, a sausage sizzle. If you had an money left you could buy sprays of orchids or plants for a couple of dollars.

All in all it was a great day. There were over 20 cars on the run and I am sure that everybody who was there enjoyed it as much as me. Thanks Phil.

Judy Hart

Photos—Richard Tapp



PAST EVENTS

The Beythien's 1936 Chrysler

Lorraine wrote this story in August for the September—October issue of the Chrysler Collector. Hence there are references to an impending September wedding. I forgot to include it I that issue! On the other hand, we now have photos that were not available then. Ed

HOW OUR 1936 CHRYSLER BECAME PART OF OUR FAMILY HISTORY.

Almost 3 years ago Trevor was offered early retirement. I wasn't going to hang around working if he wasn't working. So we both retired. (So we thought)

'Well' we said 'What will we fill our time with now'.

As we had both been mixed up with different types of motor sports during our life, we thought maybe a vintage car would be something that we would like to do.

The first thing was to decide what era we liked. So for weeks and months we checked every newspaper, car magazine and every state's Trading Post through the Internet.

Finally we thought that around the mid 30s would suit our requirements as we liked the shape and style of that era and we would still be able to travel in some comfort with passengers if we wanted.

So we started looking for that era of vehicle in 'Just Cars' magazine and everything else that we could think of. We were not looking for any particular make or model.

Trevor quite liked Buick Straight Eight's and I liked the Packard's but they all seemed to be out of our price range or too far away!!!!

Then we saw a 1936 Chrysler, 6 Wheel Equip, C7 advertised in Brisbane and it looked quite a good style but again too far away to go and have a look. We needed to look for something near home, maybe within SA. For the next 4 'Just Cars' Magazine (4 months) the same add appeared with the 36 Chrysler.

Okay, who do we know in Queensland that may

have some idea of what we are looking for. I know, Dad's cousin Stan, who is 80 something, lives in Brisbane maybe he could have a look at it for us. So good old Stan came to the rescue. To cut a long story short, after many phone calls, we agreed to buy the car without seeing it ourselves. At that time we had found nothing else that suited our needs or pocket. The dealer sent it down by transport and we suspect that it had a few more scratches on it when it arrived than when it left Brisbane. It was quite a nervous time.

So what now, a Club would be a good to join. We have a Chrysler, I wonder if there is such a thing as a Chrysler Club in SA. As Trevor had worked at Holden for 43 years we didn't have a clue on Chrysler things.

We should first insure the car, and as Shannons were the motorsport etc insurers we should ask them the question.

So now you know who to blame for telling us about the Chrysler Restorers.

In the first year we went on many club trips, met a lot of great people and had a fabulous time. The Chrysler wasn't quite in the condition that we thought it was by the pictures we had been sent, but she did a very good job. She went to Canberra and back without any problems and many country trips, even towing the off-road camper trailer.

Whilst in Canberra at the Federation Rally we happened to meet with the fellow who had restored the car. Colin Baker was so thrilled to meet us and said he and his son Clyde who were from Toowoomba had restored the car 20 years before.

He told us that the original owners of the car were farmers who came from Caffey south of Gatton in Qld. They had the car until 1974 when Clyde found it in a shed in a sorry state. The paint, which was dark green, had faded badly and the rats had called it home for many years.

Clyde and Colin started restoration in 1978 and finished it in 1985.

Clyde, during the time he had the car, kept the

PAST EVENTS

The Beythien's 1936 Chrysler (ctd)

body original and put a Leyland P76 V8 engine and auto into the car. It was mated to a XB Falcon diff and 14" Falcon alloy wheels. It had a HK Holden front end mated to Falcon hubs to suit the wheels. Morris rack and pinion steering. Datsun bucket seats were used in the front, even though the original had been upholstered to be used in the car. The car performed very well with this combination. His guess was, that top speed was maybe 100 mph and very stable on the road.

Clyde took the car on many trips including Bundaberg, Canberra, Adelaide for the Bay to Birdwood and to Perth on a Rally (Tour). It was also used in Clyde's and his sister's weddings.

In 1984 the hot rod boys were not keen on the car being able to get full registration so it was converted back to its original condition.

Clyde eventually sold the Chrysler to Bob Adams in Maryborough in approximately 1997 and it stayed there until 1999. Bob then placed the car with Undercover Cars in Brisbane to sell,

which is where we saw it advertised.

It was great to get the history of the Chrysler.

Since Canberra we have been on many other club trips. We certainly get many odd looks with the off-road camper behind the vintage car. We took them both to Mungeranie (on the Birdsville Track) in May and broke a rear main leaf spring in the car, which was not a big problem.

So when we got home we decided that it should have the guards repainted while the spring was repaired.

To get the guards off the car, the whole front end has to be removed including the radiator and grill. Not a problem but it was a bit heavy for me to help Trevor lift it all. Not much muscle in these arms I'm afraid. So help had to be summoned.

Then the SAGA started.

The spring which was broken had to be removed and it's not much use getting one leaf fixed unless you reset the other side as well. Then



MEMBER TRAVELS

The Beythien's 1936 Chrysler (ctd)

there is the front springs to be reset, as it could look odd with the back in the air and the front down low if they have not been reset as well.

As the front springs were being worked the front end was in pieces (almost) and we found that the front shockers were completely useless. So we had to find someone to fix these as they were the old type and nobody seems to repair them today unless they are sent to Melbourne at a huge cost, but we found someone in Adelaide. While the shockers were away we found that all of the bushes on the front end were worn so they had to be sourced. Luckily John Biddle (Vintage Spares) was able to help with quite a lot of our bits and pieces.

While the springs are out we may as well find the leak in the petrol tank.

The tank was removed and we found it had a major rattle, the baffle had come off during the trip to Mungeranie. So Natrad were able to cut the end out of the tank and replace the baffle and they also found the leak.

While the radiator was out we had the top hose



outlet reworked back to the original shape and a drain plug put in the bottom and it was also flushed. We also found that there was no thermostat, so Natrad had to rebuild a thermostat, which turned into a major job.

THEN we should check the compression on the motor while we are this far. You've guessed it. One cylinder was down on compression so we had to do a valve grind. One valve wasn't so good and we had to source that as well. Dick Hart was a great help with this part of the procedure.

Meanwhile we have a daughter getting married in September (2 months away) and she said, 'Is this car going to be ready for the wedding?' Dad steps back in shock and said 'I didn't know you wanted it for the wedding.' So we move on.

We took the guards to the paint strippers, as the paint wasn't any good to recoat, it needed to be stripped back to bare metal. Then we found all of the other problems underneath. The bog also comes off in the strippers and reveals all of the imperfections. So we called in a panel beater to fix them and that took 50 hours of work before we could start on the painting.

Whilst at the strippers we took our bumpers (which were painted) there also as we thought they could be painted again. But after the stripping we thought they would look good chromed again. (More money). Our angel wings (grill emblem) and bumper stops also got the same treatment.

When Trevor went back to pick up these items from the chromer he took a couple more items that we thought should be done.

When he got home he said we should have the grill chromed as well and I bucked at that. Not for long though.

After trying to clean 2 grills, (one was the spare we have) for 2 days

MEMBER TRAVELS

The Beythien's 1936 Chrysler (ctd)

with steel wool and wire brushes. Sitting on a plastic box in the back yard, I had no finger nails left, Trevor said we should at least get a price when he went back to pick up the other pieces from the chromers.

I'm having a seizure at this stage over the money side of things. I guess we will have to forgo that overseas trip now.

Guess what the grill stayed at the chromers as well.

So the car is sitting without wheels in the shed, which we sometimes use as a bedroom and a rumpus room, when we have a lot of people come to stay.

Therefore it is carpeted with beige carpet, or I should say, it was beige. It has had grease, oil, paint, putty, brake fluid, dust and you name it spilt on it, so that will have to be removed when we put the car back together. I think the words I heard at the beginning of this Saga were that 'The carpet will be okay'.

The next problem was, now that the mudguards look so good, the wheels should have been done at the same time. O Oh!

Well I guess the best way is to take the tyres off! We then discovered that all of the tubes were no good, all 6 of them. (More Money)

The wheels had, I think about 6 or 7 coats of different coloured paint so we decided to get some paint stripper as we thought sand blasting and powder coating would be too expensive.

Trevor spent a whole day with the paint stripper and the water pressure cleaner (Gurney) to strip the paint. He then spent another day getting 4 wheels cleaned enough to paint, when Graham Bailey came and said that it only cost \$15 dollars a wheel to have them sand blasted and another \$10 to have them powder coated.

So Trevor rang the sand blaster and found that to be true. He was so far into the job by then that he decided to go on and finish it. They still had to be painted after that. I think, after all the work he only saved \$10 on the whole job, not including his time.

The car is starting to go back together at this stage and it has had mostly new bolts, screws, washers, plugs, rubber stripping etc. It would have been cheaper to "buy the company". I am hopeful that it will be ready for the wedding early Sept and at this moment that is only 3 weeks off.

We are waiting on the grill to come back as the rest of the front cannot go into place until the grill is put in.

The worst of all this, is that most people will not even see a difference in the car.

Oh Well, I guess we are happy.

What price Hobbies.



MEMBERS CARS

1930 Chrysler 77

The following material is from Trevor Shepherd—who put together information about his car for his presentation to the Sporting Car Club Vintage section.

The first article was written by Ian Hunter, who was the previous owner of Trevor's '77, and a member of the Chrysler Restorers Club from 1983 to 1996. He was a past President of the Federation of Historic Motoring Clubs—Ed

One car manufacturer coined the slogan “Ask the man who owns one” With CHRYSLER owners one does not need to ask them — they will TELL you.

By 1930, although CHRYSLER was only into its sixth year of manufacture, a number of refinements had been introduced, many or these being unique to cars in the medium priced field. When the Model 77 was introduced it was said and I quote “Today as always, what Chrysler does, or proposes to do becomes the basic standard of efficiency in the realm of automobiles”.

The model 77 was introduced in July 1929 and continued through to May 1930. Some of the features of the 77 are listed below.

- (a) 4 wheel internal expanding hydraulic brakes.
- (b) easy to get at brake fluid reservoir mounted on firewall.
- (c) replaceable oil filter.
- (d) down draught carburettor.
- (e) mechanical cam driven fuel pump (replacing the vacuum tank).
- (f) rubber spring mounting shackles.
- (g) four speed gearbox with multi range.
- (h) rubber engine mounts with impulse neutraliser.
- (i) twin ignition make and breakpoints in distributor.
- (j) Engine Specifications. Bore 3 3/8” , Stroke 5”. Piston displacement 268.9 Cu ins. NACC HP rating 27.34; 93 BHP @ 3200 rpm; torque 180 ft. lbs @ 1000
- (k) wheelbase 124” track 56” front; 58” rear: Dry weight 3685 lbs.

As with all vintage Chrysler cars the model number indicated the guaranteed top speed of cars as delivered from the factory, i.e. 77 mph.

As is often said one gets what one pays for and vice versa. In 1930 the 77 Coupe was priced at US\$1725 FOB factory gates Detroit, special equipment such as wire wheels being optional extras. The car referred to in this article was fully imported from the USA. by Melbourne Distributors LANES MOTORS, and is

fitted with a Chrysler Corporation factory built body, as evidenced by the fact that the external windscreen wiper mounting is fitted to the near side above the windscreen and the golf bag door is on the offside, which is the side away from the traffic for vehicles driven on the right hand side of the road.

The car, engine No. W15896 was in daily use by a university student when bought in Melbourne and was fairly complete, if somewhat dilapidated. It has now been in our possession for some 21 of its 56 years (*written in 1986—Ed*), and during that time has been good, honest, comfortable and reliable transport for over 40,000 miles since refurbishing in 1970 (paintwork etc by owner, trim by the late Don Davey.) In that time it has travelled Adelaide—Sydney—Melbourne—Adelaide for the International rally in 1970 and has taken part in three National Rallies as well as 85 trips to Melbourne, Port Pine, Ballarat, Riverland on a number of occasions and Pt Augusta.

The speedo currently registers 20,160 miles, but we are not sure whether this is 200,000 plus or 300,000 plus. In the years of our association only one major mechanical mishap has occurred, being a broken piston on the way home from Ballarat.

At that time minimal wear in the bore and on the crankshaft dictated that standard pistons be fitted and new big end bearings were poured and fitted by an old craftsman in Ballarat; the mains were left untouched.

Sunset, as the car is affectionately known by the family (after the old TV programme, 77 Sunset Strip) has truly been a part of our family for many years, having provided bridal transport to their weddings for two of our daughters and transport from the church to the reception for the brides and their husbands in the rumble seat, with the girls veils streaming out behind.

More recently Sunset has provided pleasure and enjoyment for the third generation in the form of our grandchildren who delight in riding in the rumble seat also.

My hankering to own a 77 dates back to 1935 when, as a youth, I was first conscious of a magnificent wire wheeled 77 roadster which was painted sky blue and white with lowered hood and windscreen and the bonnet with three half wings on the side, as was fitted to the roadsters, to me it looked like a million dollars. At the time our family car was a near new 1934 Plymouth delux and had I been able to I would have gladly swapped it for the 6 year old 77. Down through the intervening years I have owned a 1928

MEMBERS CARS

1930 Chrysler 77 (ctd)

De Soto, '38' and '39 Plymouths, '52 Dodge and a 1929 75 Roadster but none of these were ever complete substitutes for a 77.

Our car, to the best of my knowledge, is the only 77 Coupe running in Australia. This car has been awarded a number of trophies over the years, including concours, but she really is not a show pony but a hard working thoroughbred and shows every sign of outliving her present proud owners,

Ian Hunter

This next article is a road test from a 1930 issue of the "The Times" - Ed

The Chrysler "77" is a great improvement on any Chrysler which I have tested. It has many merits in design and in action, and the town saloon is attractive inside and out.

The 6-cylinder engine has dimensions of 85.7 and 127 mm., which make the capacity 4,396 cc. Rated nominally at 27.3, it is stated to develop 93 hp. The crankshaft runs in seven bearings, the camshaft in four. There are a vibration damper on the front end of the crankshaft and isotherm alloy ventilated bridge pistons; lubrication is forced. Under the near side of the bonnet is the generator, driven by a triangular belt which also rotates the combined fan and water-impeller. Such a drive is not the best practice, but as a V-belt and simple means of adjustment are provided, trouble from slip should not be frequent. The oil filler, though easy to reach, is only a tube without a gauze, but it serves for the air intake for the crankcase ventilation, the outlet

being towards the back of the engine on the other side. The air as it enters is given a swirling motion. Both dipper gauge rod and relief valve are near the filler; on the dash is a large circular oil purulator.

The starter is fully accessible and mechanical engagement is made before the full current is applied. Another oil filter is in the base, but cannot be reached easily; drainage entails moving a bottom plug. The impeller gland is adjustable and there is room for repacking. The film radiator is carried in a shell and there are two adjustable cross stays at the top. The means of draining the water are not so handy as they might be. Thermostatically controlled shutters regulate the air supply, and in the instrument board is a thermometer.

The valves are on the off side. With two cover plates removed the clearance can be altered between the tappets and the valve stems without detaching other parts first. The tappets are automatically oiled. The cylinder head can be raised after the vertically-driven make-and-break and distributor have been lifted out. The spark control is partly automatic. The sparking plugs can be easily unscrewed. Timing is by chain for which there is no adjustment, but since it merely drives the camshaft it is short.

A vacuum pump, driven off the camshaft, draws the petrol from the reservoir at the back of the chassis. Beside the pump is a glass bowl filter, which is fairly low and so moderately protected. The back tank holds just over 15 gallons; an electrical petrol gauge is in front of the driver. The petrol filler is large and towards the side, but has no strainer. The exhaust manifold has six branches and is of square section, and the pipe is taken



MEMBERS CARS

1930 Chrysler 77 (ctd)

down from the centre with a hot jacket, controllable from the instrument board, for the mixing chamber. The carburetion and inlet arrangements are interesting.

To the centre of a two-branch induction pipe, a down-draught carburettor is attached to the upper side of the pipe at its centre. Again, above the carburettor is a large air cleaner. There are three simple and fully, accessible adjustments for the carburettor and two filters. In the carburettor a vacuum acceleration pump works between the throttle and the engine. There is cam and lever steering, with adjustment for backlash and thrust.

Engine, clutch, and gear-box are assembled as a unit suspended on four-points with rubber insulation. The floorboards were screwed down, but there is a trap in the floor over the battery, and a greaser, with flexible pipe for the clutch withdrawal, can be reached from under the bonnet. The single dry plate clutch has a ball-bearing spigot; the fingers can be adjusted, like the travel of the pedal. There appeared to be no positive means of oiling the pedal-shaft bearings.

Perhaps the greatest innovation is the four-speed gear-box, which has a quiet and easily changed third. Changes are made by the customary central flexible lever. There is no stop against reverse which is opposite second; the lever is sprung against first. This arrangement apparently is to preserve the normal American positions. There is a double reduction with internal gears. On the top of the box is an inspection plate and the offside a small level filler. Just behind is a contracting brake worked by a central hand lever. The band can be adjusted from the top with a spanner. The open propeller-shaft has metal universal joints; the back axle has spiral gearing and a banjo case.

The four-wheel brakes are of the Lockheed hydraulic type. The auxiliary oil tank is under the bonnet next to the purolator. The master cylinder is in the off-side rear engine bearer arm. The brake action now comes between the top and bottom of the pedal. There is a nut on the outer side of each brake shield for individual shoe adjustment; but when once the shoes are set the hydraulic system is self-compensating.

The half-elliptical springs work with hydraulic double-acting shock absorbers. Both front and back the ends work between rubber blocks. The back springs have a little camber and are under the axle and the frame line. The front springs are flat and well clipped.

I liked the body. It has four wide doors and four side windows, the two rearmost glasses of which wind down about half-way. The seating is broad and the squabs are thick and high. The front seat is adjustable; behind is a central movable arm-rest, and on either side a rest.

The one-piece screen cannot be wound up enough to give a direct view of the road, but it will ventilate the

scuttle. There is also a foot-worked ventilator in each side of the scuttle. Opening the back doors lights the roof lamp and there are two lamps in the back corners; the shades have vertical lines and are part metal and part glass.

In fact, the interior is quiet and in good taste; the metal-work is designed by Cartier. The equipment includes a suction tandem screen wiper, chromium plating, double filament single pole head lamps to be adjusted for beam and focus, a non-glare driving mirror, bumpers, and indirectly lighted instruments.

A luggage grid and wire wheels are extra. The spare rim and 30 in. by 6 in. tire are kept at the back; tools are under the front seat. Except that one's coat is apt to sweep the wings when getting in at the back, there is good entrance by all four doorways, and the driver can get to his seat from either side. The body is roomy.

ON THE ROAD

Fully run in and on a long enough and flat road, the car should do nearly 80 miles an hour. On second and third 35 and nearly 60 miles an hour can be done without undue noise. On the stretch 55 was shown, the rates on the new Dashwood Hill were 30 and 55, and with a standing start on third, after a slight hesitation, the crest of the old hill was passed at 33 miles an hour. The rain pelted down and a heavy cross wind blew. The gear ratios are 3.82, 5.34, 8.36, and 12.91 to 1, reverse is 13.33 to 1. The American names for the ratios are quite apt—namely, speed, accelerating, starting, heavy duty, and reverse. The wheelbase is 124 in., the track front and back just over 56 in and 58 in and ground clearance is 8 in.

The engine accelerates cleanly and quickly, and, although third is there to be used, the car will do a lot of slow work on top. The engine is decently balanced, ran at a proper temperature, and was quiet. The car had done about 2,000 miles. The clutch worked satisfactorily and with light pressure. I liked the gear-change and it is possible to change up and down with simple movements, from top to third and third to top without noise and at varying speeds. Third is almost as quiet as top. The best way to change into third early from top is merely to ease the clutch, keeping the accelerator down.

The parking brake was of use and the four-wheel brakes were true, well graded, and fully powerful without hard foot pressure. The steering was light, yet free from shake even on rough surface, and there is an unusually wide lock. The suspension was good. The fourth speed should help to save the engine.

Even with the wooden wheels and detachable rims this Chrysler is a nice-looking car, and it is pleasing to drive or to travel in. It costs **£655**.

MEMBERS CARS

1930 Chrysler 77 (ctd)

This next section was written by Trevor from the quoted sources. Ed

THE STORY OF WALTER P CHRYSLER AND THE CHRYSLER CORPORATION

Walter Percy Chrysler was born in WAMEGO, KANSAS in 1875 and his early life was spent on his parent's small farm. Still, as a very young man he joined the giant Chicago and Great Western Railroad organization as a floor sweeper at the princely sum of 5 cents per hour.

Over the next 25 years or so he rose to the position of plant manager of the railroad, to President of Buick (a division of General Motors) and a vice president of General Motors at a starting salary of \$500,000 per annum. Following 3 years in this position, and also after frequent arguments and disagreements over future policy moves with General Motors president William Durant, he resigned from his General Motors positions and decided to retire. He was 45 years of age and a millionaire - all this happening **before** he formed the Chrysler Corporation.

Chrysler's retirement was short-lived. Willys-Overland was for many years second only to Ford in production and sales but due to over-expansion during the First World War years and the consequent downturn of sales after the war, together with a seven month strike, by the beginning of 1920 the company was in dire financial trouble. Such was the reputation of W.P. as a management and production genius the Willys-Overland bankers sent a delegation to him offering a two year contract at a million dollars per year, with the title of executive vice president. Also a significant provision included in the contract was that Willys-Overland would produce a brand new car carrying the Chrysler name if he opted to stay on with Willys indefinitely. As W.P. had long had a dream to build a low priced quality motor car of his own with a high compression engine, an automobile boasting features found only on much more expensive marques, Willy's offer was even more attractive to him.

However, during the spring of 1921 Chrysler's bankers in New York approached him to help save the ailing Maxwell Motor Company. Willys Motors, as unlikely as it seems, had no objection to W.P. signing on as Maxwell's Chairman so long as he lived up to his contract with Willys' bankers. Apparently, interlocking directorates were nothing out of the ordinary those days giving companies opportunities to find out what was going on in rival companies. **Just imagine this happening in today's automobile manufacturing companies!!**

Chrysler reduced the debt of Willys-Overland significantly during his leadership, thereby enabling the restructuring of the Company's remaining debt by their bankers. This enabled W.P. to leave Willys sometime before his two year contract was due for expiry and of course, the option of Willys producing a car bearing Chrysler's name also lapsed on his leaving the company.

The situation at Maxwell was desperate. The Company was 20 million in debt and had on hand 26,000 completed and partially assembled cars. It appears that WP had shrewdly summed up the future potential he had with his involvement with Maxwell. Instead of demanding a large salary when signing up with the company, he asked for a low annual salary of some \$100,000 (remember that 2 years previously he had been paid an annual salary of \$1,000,000 from Willys-Overland). The balance of his annual package from Maxwell was to be made up of Maxwell stock (shares) and bonds.

Walter Chrysler's first priority was to sell the large stockpile of cars on hand. He made some minor design changes to the vehicle and cut the price resulting in only a \$5 profit on each car sold. He then persuaded his bankers to lend a further \$15,000,000 for major restructuring of the company. With these problems addressed the company consequently made a stunning recovery, recording a net profit of \$2.68 million in 1923.

Now that the Maxwell Company was progressing smoothly, W.P. could at last put his mind to his long term dream of producing his own car - **the Chrysler** - with his team of engineers,

MEMBERS CARS

1930 Chrysler 77 (ctd)

specifically noted among them were Fred Zeder, Owen Skelton and Carl Breer who had first worked for Chrysler during his Willys-Overland appointment. These three forward thinking engineers had a large input in the designing of the famous Chrysler Six engine.

The first Chrysler car was the 6 cylinder model B and it caused a sensation at its unveiling in New York in January 1924. 32,000 units were sold in its first year, despite the fact there were nearly 50 competing auto manufacturers at that time. On June 6th 1925 the entire business and physical assets of Maxwell - totalling a value of over \$400,000,000 were transferred to the new company, Chrysler Corporation.

Chrysler now had his own company producing motor cars, bearing his own name, and well on the way to becoming the third largest manufacturer of motor vehicles in the history of the US.

Chrysler Corporation ended its first year of production with a profit of \$4.1 million. To cap off his success the Chrysler Corporation took over the independent auto builder Dodge Bros during 1928. Also during 1928 Chrysler produced two new models, a 4 cylinder vehicle called the Plymouth, (which was to compete against Ford and Chevrolet) and the six cylinder De Soto - competition for General Motors

Oakland/Pontiac.

At the end of 1929 Chrysler Corporation was manufacturing and selling 4 different named products: Chrysler, De Soto, Dodge and Plymouth.

During the 1929-30 sales year - the period that my 1930 Chrysler 77 Royal Coupe was produced, the Chrysler named models on sale were:

Walter Chrysler died 18th August 1940 at the relatively young age of 65.

Acknowledgements

Information obtained for this paper was from the following publications:

- (1) The Complete History of Chrysler Corporation 1924 - 1985 (Printed 1985)
- (2) Petersons Complete Book of Plymouth Dodge Chrysler (Printed 1973)

Model	Body styles	Price range
Imperial	8	\$2,995 - \$5,575
Chrysler 77	9	\$1,625 - \$1,825
Chrysler 70	7	\$1,295 - \$1,345
Chrysler 66	6	\$995 - \$1,095



FOLLOW UPS

Paul Trengove wins!

Former club member Paul Trengove won the Australian Formula 3 National Series at the last round of the series, held at Surfers Paradise, Saturday October 26, 2002

Driving his CPA Australia Racing Dallara Alfa Romeo, Paul railed Rod Anderson all season after his less-than-auspicious start to the season at the Clipsal 500 in Adelaide. Trengove did briefly take the lead in the Series at the Phillip Island round after Race 1, only to see his lead disappear later that day after his Dallara developed water pump problems, sidelining him for Race 2 and handing the championship lead back to Anderson.

“This Series win really has to go out to my crew. I might

have driven the car, but it was the crew who were constantly fixing the car or looking for those few extra 10ths. I also couldn't have done it without the help of CPA Australia. Their support has been just awesome. And finally my Dad. He has worked harder than anyone so that I could realise my ambition and without him, I wouldn't be racing here today.”

“Dad” is Mike Trengove, owner of the infamous “Black Dodge 1”. Its stable-mate, Black Dodge 2 was seen at the recent Roseworthy run. Ed

Paul now hopes to secure sponsorship to enable to compete with the big boys in the Level 1 Championship.

Source:
www.paultrengove.com



Aliens!

Remember these from last issue? I thought that the one on the right looked very Plymouth like, but I couldn't match it to any photos I found on the web.

Bill Watson correctly identified them as Opels. With that info I was able to find matching pictures and identify the year and model of each.



Chrysler Club Tools as at July 2002

Valve Seat Cutters
1 1/8" to 2 1/4" in 1/16" increments — various cuffing angles
Expanding Reamers & Guides — various sizes
Cylinder Honing Tool
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Valve Spring Compressor
Piston Ring Compressor
Ring Groove Cleaner
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Engine Work Stand

All Tools located at 4 Peter Place Campbelltown. Phone Chris Howes 8165 3971

MARKET PLACE

FOR SALE

1927 Chrysler—unrestored. Refer picture. Jamie Thomson. info@sunsalt.com.au

1927 or 1928 Dodge front axle (had 21" wheels with internal expanding hydraulic brakes). Wooden spokes are too far gone but king pins, stub axles & brake drums look OK. No brake shoes. Was used as a trailer axle. Free to good home. Richard Wood, Loxton, 8584 7718

1928 Dodge 4 \$10,000, 1969 Mustang \$25,000, 1972 Falcon GT \$20,000. Contact Sharon Wake at Cleve 08 8628 5025 evenings after 7 pm.

7 17" tyres suitable only for standing or rolling—not road use. Free. Graham Bailey 8264 2261.

1937 Dodge bonnet—cheap!. Ross Bryant 8277 8220

1937 Plymouth front floor panel (above the gearbox). I think it will suit all 36 - 41 sedans. Free to good home. Stewart Fuchs (ah) 8389 9096

1939 Plymouth with spare nose and front guards. \$3,000 8380 5020

1940s handyman made flip-top caravan. 3-way fridge, 2 single beds, annexe \$1,200 8380 5020

1940 Chrysler New Yorker for sale which can be viewed at <http://home.att.net/~jt.hill/40chrysler.html> Thanks, Jeff Hill

1942 (circa) Plymouth/Dodge engine. 6 cylinder, 3 3/8" bore, 4 1/16" stroke. Unknown condition—but turns over. Offers. Terry Jones 8241 5224

1957-58 Chrysler Royal 6 cylinder Kew motor, 69,000 miles, auto, mechanically OK. Needs 70% restoration externally. Can drive home from Victoria. \$5,800, Photos available from Kevin Mace (Murray Bridge) 0428 821 729

S series Valiant windscreen (\$20) and tow bar (\$20). Brian 8327 1993

Chrysler spares available: Elec window mechs - 2 right - 1 left, Carter twin throat carburettor, rear-view mirror - anti glare. Peter Briggs 8381 9676

Valiant AP5 spares available: Arm rests 4, brake shoes 1 set front & rear, carburettor, cylinder head complete with rocker cover & pushrods, dash panel inc gauges - speedo fuel amps temp, distributor body, door handles & window winders - also suit VC, door handles exterior, door hinges front, doors rear right & left - no linings no catches, fuel pump - sealed, gear-change lever, headlight frames - round & rect., horn ring, hubcap (possibly 2), light switch - dash, manifold complete inlet & exhaust - front section of pipe, quarter light window - right, rear-view mirror interior, sill-plate inner right side, speedo cable complete, starter motors 2, steering column flex coupling, steering column outer column incl wiring, steering wheel hub cracked, tail light assemblies - red lens broken, trim rear quarter ext - right & left, water pump inc pulley & fan, windscreen wiper motors 2. Free to good home. Provided by Colin Supreme Auto Refinishers. Available from Peter Briggs 8381 9676

Valiant AP5 spares available: bonnet, clutch release fork, tie-rod—both ends attached. Peter Briggs 8381 9676

VC Valiant [RVV-513] auto 123,000 miles, 3 owners, very original condition, air conditioning, LPG, body and

mechanically sound. \$3,250 ono. Dean Hurst 8380 5041

Auger 7" alloy wheels, suit Valiant to 1970. Set of 5. Suit disc or drum brakes. \$100 Dean Hurst 8380 5041

1977 Chrysler Valiant CL ute SCR-169, reg to June 2003. 5.2 litre V8 auto, light blue duco, as new Michelin tyres, new alternator and hoses, very tidy inside and out. 155,423 km. In very good condition, with books. \$3,000 ono Roy Schopp 8862 1854

CL valiant parts Headlights and taillights, extractors for hemi motor, hemi head modified for gas and unleaded petrol. Cheap—make an offer! Ross Bryant 8277 8220

Owing to the closure of 2 large automotive warehouses I have thousands of oil, air and fuel filters at half price or less. They are available for cars, trucks, tractors, industrial machinery, stationary engines etc, ranging from 1940 to 2000. Brands include Ryco, Fram, Crossland, Tectaloy, Ford, Leyland, Fleetguard, Fraam, Mitsubishi, AC, CAV, Caterpillar, Arm, Donaldson, EB, GMH, Wix and other genuine brands. Also thousands of oil seals for hubs, pinions, axles and engines. Ken Adams 0419 840 284

WANTED

19" standing tyres. David May 8265 3278 0408 823 379

AP3 Wayfarer tailgate—any condition. Mike Fudge 0419 807 785

1965 Dodge Phoenix transmission mount or information about a potential source of same. Steve Tyler 8261 7971

VE or VF Valiant diff "D—D" Brian 8327 1993

Chrysler "25 year service" wristwatch. Also any steel, tin, plastic or cardboard signage. Adam Lochhead 8265 2625

1977 GC Coupe and am after any info on this model or direction you could steer me in. Jason, wardy573@hotmail.com

I am looking for a rear window sticker for my Valiant, preferably a Clark Motor Co but interested in any other Chrysler dealer sticker. Wayne Bartlett ah 8285 8072 Mob 0438 285 807.



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