



# *THE CHRYSLER COLLECTOR*



Number 144

January / February 2003

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,  
SOUTH AUSTRALIA INC.

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## CLUB DIRECTORY

# The Chrysler Restorers Club of Australia, South Australia Inc.

*Established in 1980, catering for the following vehicles:*

Dodge \* Plymouth \* De Soto \* Chrysler \* Imperial \* Maxwell \* Fargo \* Graham Brothers \* Valiant

### Postal Address

PO Box 667, Plympton SA 5038

### Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

### Subscriptions

City single \$22.50 - City family \$27.50 - Country single \$15.00 - Country family \$17.50  
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

### Club Officers

<b>President:</b>	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, 4 Roberts Street, Brighton SA 5048	ah 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
<b>Librarian:</b>	Malcolm DuBois, 4 Poltwana Tce, 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, 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
<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>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
<b>Club Tools:</b>	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 28 February 2003. Corrections/amendments until 2 March 2003. 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. 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

**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

**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

**26 January 2003**

Steam up the Shearer fund  
raiser, \$25 entry parade leaves  
Wakefield St by Vic Pk  
Racecourse 10.30 am

**16 February 2003**

All American Day, Immanuel  
College

**22-23 February 2003**

All Chrysler weekend

**30 March 2003**

Rock & Roll Rendezvous at  
Birdwood. *Note date correction*

**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

**19 January 2003**

Hahndorf

**16 February 2003**

Murray Bridge

**23 February 2003**

Ballarat Swap Meet

**2 March 2003**

Campbelltown

**16 March 2003?**

Clare

**21 September 2003**

Gawler

**19 October 2003**

Strathalbyn

## Welcome to New Members

Franc & Julie Ligertwood  
Croydon Park

1965 Valiant AP6

John & Susan Moore  
Salisbury

1962 Valiant S  
1966 Valiant VC  
1970 Valiant VF Ute



*Chrysler  
Australia's  
factory at  
Keswick as  
viewed from the  
corner of Maple  
Avenue and  
Anzac Highway.  
Picture from  
Chrysler  
Chronicle,  
September 1955*

## Cover Photos

*Front:* Max Noske's 1939 Dodge sedan,  
photographed at the 2002 Bay to Birdwood.  
[Photo Richard Tapp using Max's camera]

*Rear:* Alan Toull's painting of Trevor Shepherd's  
1930 Chrysler 77, as featured in last month's  
issue. [Photo either Alan Toull or Richard Tapp]

## COMING EVENTS

### Ray Miels Memorial Breakfast Run

**Sunday 26 January 2003**

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

A short run will bring us to an inner metropolitan park which is well provided with electric BBQs and shade.

BYO breakfast items as well as tables and chairs.

For any other details, contact Chris Howes on 81653971.

### Registration Day — New!

**Sunday 9 February 2003**

**10 am to 3 pm at the Clubrooms.**

*Treasurer, Registration Officers and all Assessors in attendance please!*

Members bring your money, membership renewals and Log Books if appropriate. We will adopt the same format as that of the

March meetings in the past, without we hope, the mad rush and the running of a meeting as well!

This is not a club run, so you don't have to bring the old car out, although it would be nice if you could.

It is not obligatory that you attend; you will still be able to renew your

membership by mail if this meeting is not convenient and we will still accept your renewals at the March Meeting.

Whilst all this is happening the Club will provide a Sausage Sizzle should the line-up keep you away from lunch, so a few budding chefs to help out would not go astray.

### 10 Pin Bowling Night—Marion Bowland

**Saturday 15 February 2003**

Meet at the car park adjacent to Marion Bowland, bring your modern vehicle, despite the undercover car parking. I would suggest we arrive at around 5.30 pm.

As a Club group we are on a

discounted rate, and there is no age limit to who plays. I suggest, if you wish to, you organise or book your group in to a local Pub for an evening meal following the bowls. Light refreshments and meals are available at Bowland.

The cost is approx. \$15 which

included the hire of shoes, and two games. They allowed us additional games at an even cheaper rate last time. It is a good fun night, and gets quite competitive, so be in it. Ring Ross Fleming (8356 9391) to put your name in the ring!!-

*Ross Fleming*

### Coffee Cruise

**Saturday 8th March 2003**

This will be an interesting little drive before finishing with supper.

Meet at the Golden Grove Shopping Centre for a 7.00 pm start. Enter from The Golden Way and assemble in the car park just north of the Bowling Centre. You can either eat before you go, eat as

you drive along, or pick up some take-away at the shopping centre. There is KFC., Hungry Jacks and Pizza Haven just near the car park. Chicken Treat is a few hundred metres along the road, or the Village Tavern is on the site as well.

The venue we finish up at is providing supper at a small cost

(\$3-\$4), the bar will be open and there are Poker Machines available if you are so inclined. We will have an attendance sheet at the February club meeting to help with catering numbers. If you won't be attending the meeting but would like to come, please ring us on 8337 7887.

*Judy & Dick Hart*

### Tasmanian Tattersall's National Tour

**Wed, 26 Feb 2003 at 7.30 pm**

There will be a final meeting for those travelling to Melbourne with the group, departing 16 April 2003.

The meeting will be held at Trevor & Lorraine Beythiens', 6 Manly

Circuit, West Lakes Shore.

There are now some vacancies, so contact Lorraine on 8449 8905 if you would like to go.

There are also considerable reductions on taking any caravan or

camper trailer with you to Tasmania. For instance a 6x4 camper trailer is now \$150 return.

Please contact Kelly Charles at TT Lines or Lorraine Beythien for more information.



## FROM THE COMMITTEE

### President's Message

Welcome to the New Year and I hope it has found you all safe and well, you should all be rested, a couple of kilos heavier and anxious to work it off.

Speaking of work, the Christmas Festivities were such a success that it often happens those people who just make it work are overlooked in the credit department. I would like in particular to acknowledge Neill and Joan Wormald for their outstanding work towards the Club Christmas picnic, in addition they had the support of the Harts, Crichtons, Baileys, Barnses and Cathy Woods.

The Christmas meeting was also a credit to Judy Hart and all of the ladies who provided the supper.

Those of you who were at our last meeting would be aware that the proposed constitutional amendment regarding new members was adopted unopposed. Any new member signing up from this point will be classed as a Provisional member for the first 12 months. As a Provisional member issued with an Historic Registration Log Book, they will have to attend at least three Club Events in their first year to be eligible for membership the following year.

It is now important to all members, that if you are

inviting or passing information on to prospective members, that they should be informed of this requirement. This only applies to those prospective members living within a 50 km radius of the Adelaide GPO

Our New Year kicks off with the ever popular Breakfast Run on January 26<sup>th</sup>, which, as always will be a short run to a metropolitan park, then something a little different; which is a Registration Day on February 9<sup>th</sup> at the Club rooms. You are encouraged to come along and enjoy a Sausage Sizzle, catered for by the Club, whilst you renew your membership and Historic Registration, further details within the magazine.

The rest of the year is action packed with a big contingent off to Tasmania in April, Kernewek Lowender in May and a whole host of other activities for those of you who are staying at home, so shake off the Holiday lethargy and get the "old girl" out (the car I am talking about) and come and join in another successful year in the making.

Safe and Happy Motoring.

*Chris Howes*

### Harold Sewer

It is with much regret that members are advised that Harold Sewer of Riverton passed away suddenly on 30th December 2002, aged 51.

Our deepest sympathy to Pam and family.

Harold and Pam have been members since 1993. As well as club runs, they went on the Wollongong Rally and Harold also did the trip to Munganerie.

Harold' and Pam's property at Riverton is where Richard Hart has been working on the big caravan and quite a few club members have visited them at various times over the last 3 years.

*Judy Hart*

*I didn't have a photo of Harold, but this is Harold and Pam's 1927 Chrysler Finer 70 buckboard. Ed*



### Editorial

#### CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Judy Hart, Dave & Gaye Aylett, Ken and Carole Barnes, Gil Purdie, Terry Jones, Bruce Lord, Adrian Hershey and Bill Watson.

Our thanks to Allan Martin, who bundles the magazines into the specified postcode groups and takes them to the post office — year in, year out, for about 10 years now!

#### WEBSITE

There have now been nearly 3,700 visits to our web site (400 since last issue) and 633 visits to the magazine download page (130 since last issue).

#### RESTORATION SERVICES DIRECTORY

There is now a January 2003 version of the Restoration Services Directory on the web site.

## HISTORIC REGISTRATION

### Important Information

The club's financial year ended on 31 December 2002 and renewals are due from 1 January 2003.

*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 on this date, 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 (and will) 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.

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

### OPTIONAL LOGBOOK UPDATE PROCEDURE #1

You may come to the club Registration Day on 9 February 2003 and pay your membership fees and have your log books updated. See details elsewhere in the magazine.

### OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

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

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

**NOTE:** Please only post your membership renewal to the Ayletts if you are **ALSO** sending logbooks.

### OPTIONAL LOGBOOK UPDATE PROCEDURE #3

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.

### 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.

*The updated version on the website is January 2003.*

## PAST EVENTS

### Mt Lofty Gardens Run

*I had this story in time for the last magazine, but overlooked it until it was too late to include it. Ed*

#### 15 September 2002

Sunday morning, Richard is working on the grader, the sun is shining, so I decided to stoke up "Fred" and go on the Mt. Lofty run.

Met up with the others at the Colonial Car Park, about 11 vehicles. Gail wanted to buy a chicken for lunch but none of the shops were open on the way so I suggested to Malcolm that we take a small detour into Stirling and see if we could get one there, then go up the hill and over the Freeway back into Crafers. Next thing I was elected leader, with Gail as co-pilot.

As "Fred's" top speed going up the hills is 60 kph I stated categorically that nobody, but nobody, was allowed to pass me. So away we went.

Got to Stirling okay but all we could find was a

bakery. I think the Chrysler Club has a special bakery magnet!. Appetites satisfied, off we went again. But alas, we went the wrong way up the hill, down to an intersection with TWO not one "No through roads". U-turn and back the way we came passing everybody else and confusing them no end.

From then on we paid close attention to the street directory. Arrived without further incident at the bottom car park at Loftia Park to the magnificent sight of a grove of magnolia trees all out in full bloom. Beautiful.

A couple of our members were already there so we had a reasonable roll-up. The day turned cloudy and rather cold up there but the company was congenial and the lunches were interesting.

A pleasant, short little run to a pretty place.

*Judy Hart*

### The Dam Run

#### 17 November 2002

With the promise of a lovely warm November day, 14 cars started off from the O'Halloran Hill weigh station, with new members the Ligertwood family on their first club outing. We saw a number of other classic cars, it seemed this was the day for rallies.

Proceeding along Chandler's Hill road winding through Happy Valley to Clarendon, we were all very good passing the bakery with just a look, continued on over the Old Clarendon Bridge and passing the weir, on towards Kangarilla and the Mount Bold reservoir. Here we stopped for a short while with discussions on how low the water was and a trip down memory

lane for a few of us who had not been there for some time.

We were glad to have Merle and Murray Bryant join us here. They were having a few problems

with their Valiant.

Next stop was the Meadows recreation park and morning tea, where Gary and Barbara Hiscock were waiting for us. After our pit stop, unfortunately Murray thought it best if he returned home.

We then continued on past Kuitpo Forest to the top of Willunga Hill, turning right to drive the scenic route along the top of the ranges to Myponga, through the township to drive across the dam. The amount of water in Myponga was considerably more than Mt Bold. This was our lunch stop. Overlooking the dam a nice cool breeze made it most pleasant.

A few members couldn't resist the Myponga markets as a final stop before returning home. We hope those who joined us had an enjoyable "dam run".

*Dave & Gay Aylett*





## PAST EVENTS

### Dam Run — take 2

It was forecasted to be a rather warm day but 12 stalwarts met up at the Toll Bridge at the Top of Taps for the Dam Run. We went up the hill towards Clarendon past the Happy Valley Reservoir to start. At the top of the hill we caught up with an old chap (with a Hat) driving VERY S..L..O..W..L..Y. down the hill. He could barely see over the steering wheel and Mother was safely ensconced in the back. Everybody else had a problem when they caught up with him too because it was difficult to get past, even though he was only driving at 20 kph. I am sure people like him are more of a danger than people driving over the speed limit!

We drove through some lovely countryside which was still looking green surprisingly. Although I did notice that the fire ban season, which is usually 1st Dec. to end of March, had big notices plastered over them saying it was starting on 1st November. The country people are evidently nervous this year.

We went into the Mt. Bold Reservoir which was quite interesting because they actually had water gushing out at the bottom. They have to keep the weir at Clarendon full to service the towns down that way. I was first to walk out on to the dam and what did I see on the ground but a little dead bat. I got quite a surprise because I have never seen a bat in South Australia before. Roy Schopp came along after and decided he would be better buried in the undergrowth over the side so the little bat took the big dive!

We moved on again to Meadows where a number of us made a bee-line for the bakery. I bought

a bun flavoured with apricot and passionfruit which must have been out of the oven only long enough to cool down, it was delicious. Murray and Merle joined us there but temporarily. The power-steering hose had come off in Murray's engine so he decided to head for home. Phil Baker, with Chris and a couple of her children, left us there to visit friends. We were pleased to welcome Franc and Julie Ligertwood to our ranks. They have only been members for a matter of weeks and they had to return to Adelaide for a lunch appointment but they joined us for the run as far as Meadows which I thought was great. We need lots of new members like that.

We were rounded up again and off we went to Myponga to the dam there. And, horror of horrors, we had to drive on some DIRT ROAD! We stopped here for lunch, all up close and personal, because there wasn't a whole lot of shade, and by this time it was pretty hot. We were lucky to find a spot which had a nice little breeze and a beautiful view of the sea.

After lunch we all moved off. Some went in to Myponga to visit the market, we just headed up the hill to home.

Gay and Dave had done a really good job of the run. We had a lot of interesting information about each dam we visited on our run sheets which was appreciated I am sure that everybody enjoyed their day, but I must admit we were happy that nobody was in a wooden wheeler. Thanks Gay and Dave.

*Judy Hart*

### Christmas Meeting

Raffle prizes at the Christmas meeting included:

- 4.5 kg ham
- Beaded Christmas baubles (x4)
- Chocolates
- Goodie basket with preserves—from Waikerie
- Gourmet biscuits
- Hand made Koala
- Lavender eye pillows
- Olives and olive oil serving set
- Orofors crystal candle holder

- Quandong Jam
- Shortbreads
- Silk flower arrangements (x2)
- Table centre piece with candle (x2)
- Vintage and veteran car books

Our thanks to Ken and Carole Barnes for their work all year acquiring raffle prizes for each meeting and to Norma Hamilton, Kevin Frith and Raice Tapp who donated one or more of these Christmas prizes, adding to the booty available.

## PAST EVENTS

### 2002 Dodge 4 Rally — Mittagong

The tour for Dodge 4 cars, manufactured 1914-1928, is held approximately every 2 years. The last one was held at Goolwa SA in 2000 and the Berrima & District Veteran & Vintage Car Club put their hand up to run the 2002 rally at Mittagong NSW from October 14-18 2002.

There were 33 cars in the rally and South Aussie was well represented with 6 entrants.

Kevin & Anna Fagan 1918 Tourer

Ken & Marie McAllan 1924 Tourer

Ken & Carole Barnes 1927 Roadster

David & Melva Schumacher 1925 Tourer

Michael & Lyn Buxallen 1928 Tourer

Max Noske & Edith McAllan 1925 Tourer

The McAllans trailed their car because of work commitments, the Shoemakers left early to see a new grandson in Melbourne and then go onto a meeting of the Federation of Wrestling in Sydney. That left the 4 intrepid Dodge 4 travellers; Fagan, Barnes, Buxallen and Noske in their Dodge 4's.

The intrepid 4 met at the Shell Roadhouse at Taillem Bend on Thursday 10 October 2002 at 9.00 am (CST) and after Max Noske had reflanged and shortened a fuel line we set off. All cars went very nicely with some minor hiccups and we all arrived at Ouyen at 4.30 pm (EST). That night dinner at the camp kitchen, which had a couple of plastic snakes, that gave us all some laughs.

Next day off at 9.00 am after collecting a new distributor cap for Michael Buxallen's car as his had developed a crack. The next leg was to Cobram a distance of 248 miles, which in hindsight was too far, but as we had all booked and paid our accommodation we decided we would give it our best shot.

We needed stops to stretch our legs and top up fuel and tea & coffee. As some of the old cars are not that comfortable we kept in mind DVT (deep vein thrombosis) and so we never drove for more than two hours at a stretch, and later in the day one hour.

We all started to notice the cars were all backfiring (?? petrol ethanol??). Max Noske's car developed a water pump leak. Kevin Fagan had to change a tyre at Echuca. We eventually arrived at the Cobram East Caravan Park in the dark, not advisable if you have 6V lighting. Getting there seemed to revive us and we decided to go to a club in a courtesy bus for which we had to wait an hour. See the photo—we were still all smiles. We all slept well that night.

Next day we left Cobram destination Gundagai via back roads to the Hume Highway. Oh what fun, sometimes we were on single lane bitumenised roads or unbitumenised roads going through towns like Yarrawonga, Walla-Walla and Holbrook. For four hours we lost Kevin Fagan and later found he was ahead of us, but we kept pushing ahead. Ken Barnes' car developed the backfiring "virus" and so the spark plugs



## PAST EVENTS

### 2002 Dodge 4 Rally — Mittagong (ctd)

were changed and the spark retarded - all fixed.

Michael Buxallen's car also had the "virus" and became quite obstreperous only wanting to travel fast and got cantankerous on the hills. Ken & Carole, Max & Edith made it to Gundagai where a mobile phone message told them Michael & Lyn, Kevin & Anna had pulled into a motel at Tarcutta. The Gundagai mob went to the famous Niagara Café—back to the 1920-30's which was OK and the Tarcutta mob went to the local Chinese, which Lyn says was “yuck”.

Next day we all met up in Gundagai and went into Mittagong without any problems and met up with David and Melva Schumacher at the Mittagong Caravan Park. This had completed the journey Adelaide to Mittagong a distance of 859 miles.

The Berrima Club did a good job organising the runs and meals. The Headquarters was at the Berrima District Emergency Services building and the volunteers also provided most of the meals, which they did as a funds raiser. There was plenty of parking off street for the cars. Being a small group it was easy to get to know

most if not all of the entrants.

The SA team came away with 3 of the 7 trophies. Michael & Lyn Buxallen — “Best Presented Vehicle” and “Observation Walk”, Ken & Carole Barnes — “Entrant's Choice”.

Some of the SA contingent went their way, to get home quickly or to see friends in Goulbourn or others went part way together or in our case we went with David Schumacher to visit an Aunt in Echuca.

Where and when is the next Dodge 4 Rally? Toowoomba Queensland in April-May 2004. The organisers will be Stuart & Julie Westerman of Gatton Qld. and Keith & Anne Bartley of Dalby Qld. The run date has been changed so as NOT to clash with the Chrysler Rally at Geelong in October 2004. These Queenslanders are lovely people and will certainly run a good rally and were very keen to get the rally in their state. If you have a Dodge 4 and have never been on this event you should try to get to Queensland.

*Ken & Carole Barnes*





## PAST EVENTS

### Dodgey Weather

Photo 1 - David May's and Gil Purdie's 1929 Dodge Victory 6s. Photo taken at the Adelaide Parade Ground prior to the Bay to Birdwood parade through the city. 26/9/02

Photos 2&3 - While chatting after the parade through the city David May and myself were approached by a representatives of Channel 10 to provide background for Jane Riley an the Channel 10 weather as a further promotion for the Bay to Birdwood.

After a very quick discussion we accepted. We were to meet at the Bay to Birdwood start line at West Beach. 27/9/02

David and myself, our daughters Alison, Kirsty and Sara arrived at the start point to meet the Channel 10 weather staff. No sooner had the hand shakes been exchanged and Bryan and Sonia Chapman arrived with their 1922 Dodge roadster. The Chrysler Restorers are well represented here. (There was also a Model T Ford)

Jane Riley arrived and on sight of the cars asked the director and us if she could drive one of the cars into shot and do the weather.

The Director tentatively agreed so a crash course was given in my car and Jane Riley drove off down the access road (sort of leaves an empty feeling in your stomach to see

your car being driven away by a stranger ...) Jane returned and due to several difficulties in timing it was decided I would drive the car.

Arriving in front of the camera Jane Riley would alight from the back door and present the weather. I was to drive away very quietly!?!? (They had not heard my gearbox.) The remaining three vehicles were background with their owners and our children to mill around the cars.

Next we did several practice runs as we had to arrive in the shot at the exact second (I got it wrong arriving late by one second.)

Both events went very well with other CRCA members being involved in the city parade.

I hope these two events will help to promote our hobby and our wooden wheelers plus the CRCA to many South Australians and new members.

*Gil Purdie*





## PAST EVENTS

### Christmas Picnic



The Christmas Picnic was held on Sunday 8 December 2002 at Black Hill Conservation Park, Athelstone. This 7,000 word report is courtesy of our regular photographer, Bill Watson.



Our thanks to Neil and Joan Wormald for once again organising this popular run.





## TECHNICAL FORUM

### Rubber Moulding

#### NOT ANOTHER RESTORATION STORY!

'Fraid so, well about some bits of the works.

A little boring background first. When I first saw the D24C 1946 Dodge it was a crumbling wreck. I guess at the start they all seem that way to most people, including our wives. It takes a visionary to see the potential in such a basket case and the dedication of a true believer to complete a project.

A little mistake at the beginning led to the Dodge reaching a reasonable state of completion. The mistake? I felt sorry for it. It was leaning up against a garage wall looking very sad and sorry. The colour was indeterminable but it had obviously been a fine piece of machinery. All it wanted was some tender loving care. Also lots of work, time and above all money. Lots of money. These I have lavished on it and you know what? SHE doesn't give a damn. The black bitch will let anyone drive her!

At the very beginning, with no restoration experience whatever, I wanted (needed) to do as much of the work as possible. Some things I balked at, upholstery being one such item. But I cut, shaped and welded. I even painted it myself, crappy as it is. It's black within the meaning of the Road Traffic Act.

One of the confronting problems was the various rubber parts which needed replacing. Rubber is a polymer which through its life continues to polymerize, first hardening and eventually crumbling into dust. There is no form of restoration and replacement is the only answer. Then the process of deterioration begins over again.

Rubber parts, if available, can be expensive. A few enquiry's to suppliers turned my thoughts to making my own parts.

A friend mentioned an article in an early edition of "Skinned Knuckles" magazine which gave some details and advice on the techniques of casting rubber parts.

The material used was polyurethane, what in

modern terminology is a "plastic". It can be referred to as a "Room Temperature Vulcanizing Rubber" or R.T.V. rubber. It is a "two pack" material which is mixed from a resin and a catalyst.

The material manufacturer recommended in the Skin Knuckles article is the American company DEVCON. The Devcon range of products are very good but also very expensive. The RTV rubber from Devcon comprises a range of hardnesses.

My initial restoration concern (amongst many) was the running boards (yes the Dodge has running boards. They are under the doors). These are individually shaped, right, left, front and rear. Early enquiry's gave a cost of US\$490 a pair, if available. I paid less for the car.

The boards are made by moulding a thin layer of rubber to a steel backing plate. The top of the rubber has a moulded tread and edging on the upper face. The backing plate has studs attached which hold the board in place with grommets in the sills.

Needless to say the originals were not in good shape. The rubber was cracked, worn with bits missing. The steel backing plates were bent and rusted. Holding pins were rusted or missing.

I began by experimenting with the least worn rear board. I straightened it and repaired the rubber with plasticine filling in the missing bits. Using this I made a plaster cast of the rubber part of the board. Next I stripped the rubber from the steel backing. I made various supporting pieces to hold the backing plate at the top of the mould to allow the R.T.V. rubber to fill the mould under it and adhere to the backing plate which "floated" on top of the liquid. (The resin has the consistency of treacle).

I now had all that I needed except the R.T.V. rubber. I eventually found a supplier (I discovered that the material is imported in bulk and the suppliers needed to be persuaded to decant it into small amounts for my use. They are not always happy about this and I had to keep looking for new sources.)

## TECHNICAL FORUM

### Rubber Moulding

The resin as purchased is a translucent lilac colour and requires pigment (black) added. It sometimes requires warming to thin the material and is mixed in precise amounts with the catalyst. The catalyst is a dangerous material, and as with all two packs, care should be taken in handling these chemicals.

Once mixed you have a "pot life" which depends on the ambient temperature. The initial warming of the resin can affect the pot life too.

The first casting of the running board was good enough for use and encouraged me to continue. The moulds for the other mats had to be made because the existing ones were in such poor shape that not even the steel backing could be used.

These moulds I made from MDF and as with the plaster ones I varnished them with shellac and waxed and polished them. MDF is easy to work with and tools such as a pedestal drill and a router can be adapted to suit. The shellac seals the surface of both the MDF and plaster moulds and allows the mould to be polished. Also it

doesn't react with the casting material unlike other sealing materials.

We (my wife helped when another pair of hands were needed) had a few failures. Most were caused by the mixture going off too quick or, as with later, more ambitious moulds, air entrapment. One of these was the rubber mouldings that fitted to the bottom of the steering column. But the making of that is a story by itself.

If this glimpse into the subject is of any use I can expand and share some of my ideas and also show some of my efforts.

Making your own rubber mouldings takes thought and pre-planning. Remember, nothing is impossible, there are just degrees of difficulty.

**Terry Jones**

*Terry's offer to share more of his experiences has been noted and drawn to the attention of "El Presidente". It is likely that this throw away line will see Terry being a guest speaker on some future occasion. Ed*

### Australian Valiants in Computer Gaming

Hi, I'm a Chrysler enthusiast, and 3rd generation owner. Mine is a CM Regal. It was my first car, and I've recently returned to driving it - I don't know what I was thinking trying other cars

The reason for my query is this; I'm presently creating a "Valiant Mod" which will contain various Valiant models, available to be installed in various computer-racing games, like the Need For Speed series, V8 Challenge and the new F1-2002, but I'm finding definitive information difficult to come by.

I'm still learning when it comes to modelling the vehicles in a 3D-modelling studio, and I intend to redo the work I have already carried out, as it's simply not up to scratch. I have a B&W book "Chrysler Valiant" by Elisabeth Tuckey and Ewan Kennedy, and an original colour CM Sales brochure. So when it comes to details and specs, I'm doing all right - as most of the pictures are of standard, new cars. And for the interiors, there's probably enough between the books and my personal knowledge to re-create pretty much all of the models, which is my intention.

What I don't have however, is any kind of colour chart or colour reference material. Ideally I'd like colours, names and model availability for all of Chrysler Australia's reign.

However, what I'm specifically asking for is colour-names, and any kind of guide to model availability/interior combinations; for the time being over the VH-VK and CH-CM Chrysler and Valiant models (all of the '71-on shape)

Does anything like that still exist? Even just a record of the colour-names, I can figure out the actual colours myself while Valiants still roam the streets. I'd appreciate hearing from you regarding anything like that being around.

One other thing completely off topic, I'm led to believe my CM Regal 265 is fitted with the Torque-Flite (dipstick on driver's side); and I'm also led to believe that was extremely rare outside of Police-spec cars. Is there any truth in that?

Thanking you in anticipation,

**Michael Cooke**  
**MJC Solutions**  
**CookeMJ@aol.com**

*Naturally I referred Michael to Adam and Peter Lochheed. However I am sure that Michael would love to hear from anyone else with something to contribute. Ed*

## MOTORING HISTORY

### The life of a 1940 Plymouth

*Issue 142 had Alan Toull's painting of Dave and Gaye Aylett's 1940 Plymouth on the front cover. This led to us receiving a copy of an article about another 1940 Plymouth. Ed*

In the late 1930s approx 50% of all new cars coming to Broken Hill motor dealers were shipped here by rail from Adelaide, the remainder were driven over the dirt road, a distance of 335 miles.

This new Plymouth was loaded onto the train in Adelaide, destined for Broken Hill, and to protect the new cream paint against smoke from the steam engine, a soft cover was placed over the car. At Terowie, all rail goods were transhipped from the broad gauge to narrow gauge track which ran to Broken Hill. The Plymouth was loaded onto a flat top truck, along with an old Chevrolet. The Chevrolet was a 1934 model, quite shabby in the paint. The railway worker must have been a Chev man, as he covered the Chev with the soft new cover, and for the Plymouth, he dragged a grease covered, old, rough tarpaulin over it.

When my father, (from H. Lord & Son, Chrysler dealers) unloaded the Plymouth in Broken Hill, he couldn't believe his eyes. Paint rubbed off and scratches everywhere.

The Plymouth was repainted in Broken Hill and placed on the show room floor in January 1940. This was the last new car of any make to come to Broken Hill by rail. All cars were driven by all dealers for the next 20 years.

By early 1940, World War 2 was using as many American cars as could be produced in Australia. The federal government passed a law on a Thursday night, late in February 1940, proclaiming that all new motor cars and trucks not sold and registered in the owner's name by Friday of the same week would be impounded by the Australian military.

My father had in stock 3 Plymouths, 4 Dodges and 1 De Soto car, also 2 Dodge 3 ton trucks. By 10 am, following the ABC news of the previous night, all vehicles except the cream 1940 Plymouth had been sold. My father's quick thinking then, that there will be no new American passenger cars for 5 or more years, had the company buy the cream Plymouth itself.

How right he was. There were no more new cars, of any type, until 1946. The Zinc Corporation bought 2 Plymouths, 2 Dodges and a Dodge truck; Broken Hill North 1 Dodge car and a Dodge truck; the Central Power Station, 1 Dodge car and a Dodge truck. The De Soto went I know not where. Who ever got it was very lucky. I believe that the South Mine took all the Chevrolets that were in the local dealership.

One of the new Plymouths bought by the Zinc

Corporation, a blue one, was rolled over by one of the managers in the first few weeks. I believe he lost his job. Even then, body parts were very hard to get; the blue Plymouth stayed on at the mine until 1949.

After the war, cars started to roll off the assembly line in 1946, but very slowly. Dealers had orders for new American cars in the hundreds. A dealer would not get a car for himself, as he had to wait until all orders had been filled.

The 1940 Plymouth was used by my family throughout the 1940s. It covered most of Australia, thousands of miles on dirt roads. The only thing to give any trouble was a water pump leaking near Cobar, I think about 1949. My dad was changing the water pump and I thought that I was helping, but my help was not required and he told me to #&\* off.

In 1952 H. Lord & Son received its first replacement car, a brown Plymouth. American cars were still hard to obtain. Chevs, Buicks, Dodges, Packards etc were sold on the black market for three times the new price. Some dealers did this, but were out of business by the mid 1950s when cars started to flow again.

However, our new 1952 brown Plymouth was not to last. The North Mine, needing new cars and trucks, found out that we had the Plymouth, and the deal was the request from the mine manager: "You sell us the new Plymouth and we will buy 3 utilities and 3 Leyland 5 ton trucks. So the Plymouth was sold.

By this time, our 1940 Plymouth had travelled well over 100,000 miles, and still going like new. Another two years later, the replacement car arrived, and stayed, a blue 1954 Plymouth. (This car has "come home" but that is another story)

We kept the 1940 until 1955, and sold it to Tom Dyeball, a science master at the Broken Hill high school. It was like losing part of a family after having the Plymouth so long. In 1956 Tom had a smash with it, the left-hand mudguard and grill. My father took it worse than Tom did. The car was repaired using new parts, and Tom used the car and until 1960 when he sold it. He also had it repainted cream and light green. After it was sold I lost all trace of it. I think it "went bush" for a while and "had a real belting"

One afternoon in 1966 I was driving down a laneway in North Broken Hill, and there in a backyard was a beat up 1940 Plymouth. I went back and had a look and "yes" it was our 1940 Plymouth -- what a mess! No wheels, all glass broken, dash wrecked, floor rusted out, no spark plugs in engine, back mudguards smashed in and boot lid crushed. A rough looking chap came out of the house, surrounded by rubbish and junk. He looked like he hadn't had a wash for years. Looking at the car,



## MOTORING HISTORY

### The life of a 1940 Plymouth

he said "If you want it, you can have it mate." I thanked him and told him I would think about it.

On telling my father and showing him the old car, he said "We should bring it home for old-time sake, so as nothing else can happen to it." I bolted some wheels onto the old car, jacked it up, and it was soon on the trailer. What a different way to bring it home this time, 26 years later. It was parked in the corner of the yard and that's where I thought it would stay.

As I explained before, new cars in 1940 were very rare, being made only in January and February, so finding parts for these models would be like trying to find a needle in a haystack.

While on a rally in 1968, coming round a bend near Murray Bridge, there sitting behind an old shed was a 1940 Plymouth. That was the end of the rally for me! Back to the shed for a look-see. It was smashed in on one side, 28,000 miles on the clock and complete. I found the owner and he told me that that he had bought it from old chap Adelaide who had smashed it. The mileage was correct. The engine had been taken out and used in a hot-rod, which he still had! After much talking I bought the Plymouth and the hot-rod. Two trips down to Murray Bridge later, the Plymouth was home.

The restoration of the Plymouth took two years. The chassis from the family car was used; the other was bent. The front half of the sedan body was used, joined at the centre door pillars through the roof. All the floor pan from the parts car was used, along with the left doors and boot lid. As the engine from our car was full of water, the other engine was rebuilt. As the grills in both cars were wrecked beyond repair, I made all the painted bars, and found the chrome once, all over Australia. Hub caps were hard to find, three coming from the USA.

Since the car has been restored and back on the road, it has travelled 15,000 miles, taking in six interstate and two Chrysler national rallies. A car that was bought on account of the war, turned out to be a good servant, and will never leave the family again.

**Bruce Lord**

*The following story followed Bruce's in the magazine in which it was originally published and was signed by "Ed" - but I don't know who that was.*

### IT'S NOT WHO YOU ARE - IT'S WHAT YOU ARE.

To be a medical practitioner in Australia after the Second World War was more than an opportunity to heal the sick. It also carried the privilege of being able

to get a permit to buy a new car as an essential user. Cars were, in effect, rationed. Businesses came under the same category, although they had a better chance of being permitted to buy a truck or some other commercial vehicle.

The situation was to last for several years, and even then it was difficult, if not almost impossible, to buy a large American car. The Australian government did not want to trade in American dollars. In the late 1940s, about half of Australia's motor transport was American and about half of that had reached the replacement stage but American car distributors were not taking orders. The alternative was to buy a used car; consequently, the prices for second-hand American vehicles skyrocketed.

Local manufacturers had resumed production as soon as they could. Holden bodied Chevrolets and other General Motors makes were coming off the assembly in mid 1946 but demand exceeded supply. If a buyer took delivery of a new Chevrolet in 1949 it was probable that he had ordered it four years earlier. In the same year, Ford Melbourne distributors were only accepting orders from previous Ford owners.

As is, in most cases, and boys being boys about things motor car, this ultimately lead to finding ways to cheat or abuse the system. Usually, or in most cases, the loser was the genuine everyday, common garden variety motorist, who played by the rules. It gives credence to the old adage -- nice guys don't win.

An example of doctor abusing the privilege occurred in 1947 when a local doctor, while in Adelaide, went into the Waymouth Motor Company. He was informed that a De Soto had been allocated for delivery to a gentleman in Broken Hill, who had ordered it four years previously. The doctor then informed the Motor Company of his status and commandeered the De Soto, using his medical privilege, even though he already had a perfectly good American car. The poor, common garden variety motorist had to wait a further 12 months, and pay an extra 100 pounds, quite a lot of money in those days. He took delivery of his new car, late in 1948.

Another example of bucking the system occurred when a Broken Hill man, who had ordered a Chrysler straight after the war, had a car allocated to him in 1952. By that time, he no longer wanted the car. Rather than relinquish the Plymouth, he took delivery of it, and without even registering it, sold it at a greatly inflated price, in what was a seller's market.

How come, when I go to sell a car, it's a buyer's market, and if I go to buy one, it is always a seller's market? I must be one of those common old garden varieties, that you see just hanging around motor cars. Oh well, Ed

# CRCASA CONSTITUTION

**As amended 11/12/2002**

## PRELIMINARY

- 1 The name of the Club shall be **The Chrysler Restorers Club of Australia, South Australia (Inc.)**, hereafter referred to as "the Club".
- 2 The objects of the Club shall be to encourage the restoration, preservation and use of all models of the following makes of motor vehicles: Imperial, Chrysler, De Soto, Dodge, Plymouth, Maxwell, Fargo and Graham Brothers.
- 3 The Club shall have all of the powers provided for in the Associations Incorporation Act.
- 4 The income and property of the Club shall be applied solely to its objects and not by way of dividend, bonus or profit to members or their relatives. This does not prevent bone fide payments to members for services rendered or property supplied.

## MEMBERSHIP

- 5 Membership shall be available in the following classes:  
**Provisional membership** – on first joining the club, applicants shall be classified as Provisional Members. Provisional Members will only be invited to renew their membership if they meet any participation requirements that may from time to time be determined by ordinary resolution of members. Provisional membership shall be available on both a single and family basis as set out below and shall be subject to payment of the same fees and attract the same voting rights.  
**Single membership** – available to renewing members, who shall be entitled to one vote  
**Family membership** – available to renewing members. The applicant who signed the membership form and his or her spouse/partner shall each be entitled to one vote. Dependants under 18 years of age at the beginning of the financial year shall be entitled to the privileges of membership other than voting and holding office.  
**Honorary life membership** - entitled to one vote. This class of membership may be bestowed upon a member if recommended unanimously by the committee and endorsed by a majority at a General Meeting of members. Such a member shall be entitled to continuing membership without payment of future subscription fees. Membership will commence upon the club receiving a completed application form together with any entrance and/or subscription fees applicable.
- 6 Membership will commence or be renewed upon the receipt by the club of a completed application or renewal form, as appropriate, together with any entrance and/or subscription fees applicable.
- 7 The club's financial year shall run from 1 January to 31 December. Membership will cease on 31 March of the following year unless renewed by payment of the appropriate subscription fee.
- 8 Members shall abide by this constitution, its by-laws, resolutions of the committee and resolutions of General Meetings of members.
- 9 The committee may expel a person it considers unsuitable. That person shall forfeit all privileges of membership and all rights against the club, except the right to appeal to a General Meeting of members.
- 10 The liability of members shall be limited to the assets of the club.

## COMMITTEE

- 11 Club members shall elect from amongst themselves:
  - \* an executive committee consisting of President, Secretary and Treasurer
  - \* up to 17 other committee members
  - \* other non-committee office bearers.

The titles and duties of office bearers shall be set out in By-law Number 1. All office bearers shall retire at each Annual General Meeting.

## CRCASA CONSTITUTION

**As amended 11/12/2002**

- 12 All aspects of the management of the club shall vest in the committee, subject only to:
- \* specific directions that may be given by a General Meeting;
  - \* by-laws being confirmed by a General Meeting; and
  - \* a prohibition against borrowing without General Meeting approval.
- 13 The President shall call committee meetings when reasonably required. The quorum shall be half of the committee plus one. Between meetings the executive may determine urgent matters by unanimous resolution.

### GENERAL MEETINGS

- 14 Unless otherwise determined by a previous General Meeting, General Meetings shall be convened on the second Wednesday of each month other than January. The chairman shall be entitled to enforce the rules of debate to govern the conduct of any part of any meeting. Any business may be transacted subject to any requirement for prior notice of proposals.
- 15 The quorum at any General Meeting shall be 9 financial members.
- 16 The Annual General Meeting (AGM) shall be convened on the second Wednesday in February of each year. The business of that meeting shall include:
- \* To receive the President's report for the previous year
  - \* To receive the Treasurer's report for the previous year
  - \* To receive any other reports
  - \* To elect all members of the committee
  - \* Any other business of which sufficient notice has been given
- 17 The Treasurer's report shall be audited if required by legislation or if so determined at the previous AGM or subsequently by the Committee or by a General Meeting. The auditor shall not be a member of the club.
- 18 Entrance fees (if any) and subscription fees shall be determined as ordinary resolutions of members. Fees may vary with the class of membership and with the member's normal place of residence.
- 19 Notice of a proposal to alter subscription fees shall be tabled at a General Meeting at least 14 days prior to the General Meeting at which the proposal is to be considered. All other matters other than special resolutions may be determined without prior notice.
- 20 Proposals to alter this constitution or to wind up the club shall be determined as special resolutions in accordance with the relevant provisions of the Associations Incorporation Act.

### DISSOLUTION OF CLUB

- 21 If the club is wound up, any surplus assets shall not be distributed to members but shall be passed to another body with similar objects and restrictions on the distribution of assets on winding up.

*As amended by a general meeting of members 11/12/2002*

This 1924 Dodge was the winner of the 1955 "Rejex Trial" from Darwin to Katherine — 238 miles in 13 hours. Stage awards were achieved by a 1929 Chrysler and a 1929 De Soto.



## CLUB INFORMATION

### Club Member's Vehicle



Crawford (of CMV fame) and was donated by him to the National Motor Museum (Birdwood).

It is now on (permanent) loan to the Sir Thomas Playford ETSA Museum (31-33 Broughton Avenue—corner Clifford Avenue—Kurralta Park where it may be seen between about 1 am and 2 pm on most Tuesdays or by appointment

This vehicle is a Dodge “Line Truck”, fitted with a 318 ci V8 engine.

(via 8292 0556) at other times.

The association believe that the truck was made in 1967, was used at ETSA’s Kurralta park depot, was sold at auction to the late Jim

*Adrian Hershey  
ETSA Retired & Past Employees  
Association Inc.*

### Club Members?

Are you a club member, the kind that would be missed?

Or are you just content that your name is on the list?

Do you attend the meeting and mingle with the flock?

Or do you stay at home and criticize and knock?

Do you take an active part to help the club along?

Or are you satisfied to be the kind that just belongs?

Do you often do your share and make things really tick?

Or leave the work to just a few and talk about the clique?

Think this over, fellow members, you know right from wrong,

Are you an active member or do you just belong?

### 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  
Cylinder Ridge Removing Tool  
Valve Spring Compressor  
Piston Ring Compressor  
Ring Groove Cleaner  
Torque Wrench 0— 120 ft lb 1/2” drive ( Qty 2)

Compression Gauge  
Stud Removal Tool  
Headlight Glass Tool  
Trolley Jack 2 tonne  
Pr. Body Stands  
Hydraulic Engine Hoist  
Engine Work Stand

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



## AN UNCOMMON VEHICLE

### 1932 Dodge 4



1932 Dodge 4 model DM. Side-valve engine, only 2,000 built, in Windsor Ontario, Canada. Photographed in a museum in Tambo, Queensland.

### Market Place ctd

*(Continued from page 22)*

2 x 1972 CJ Chrysler by Chrysler 1 drivable, 1 not. Drivable has diff done, gearbox, steering, timing chain and brakes. Make an offer. Mr Hunt 8278 9050

1976 CL Chrysler Regal SE, OYN-935, owned 22 years. Still registered and driven, original interior, air con, dual fuel, hardened valve seats, for ULP and LPG. Set up for towing with trans oil cooler, additional leaf in rear springs. Any offer will be considered John Davidson 07 46 98540, Toowoomba Qld [pic p22]

1977 CL Chrysler Ute, V8, auto, very good vehicle. \$2,500 ono Contact Roy Schopp 8862 1854

1978 CL 770 Charger, hermitage red, T-bar auto, 125,000 km, VGC, price negotiable, Mr Watkins 0417 828 917

2 x CL Valiant utes, 1 reg to May, 1 not complete. Heaps of spares, \$300. Mick Edwards 8281 4330

Original factory workshop manuals, 4 volumes, for CL series of Valiants and Chargers. Rod Stubbington 0421 116 319 [086@L50.navy.gov.au]

2 x 195/65x15 Dunlop Monza, new \$150 for both. 1 x 265/75x15 Safari AWR \$120 Wayne 8285 8072

1 x Pirelli P400 175/70—R13 tyre. Brand new. Cost \$80, sell for \$60 Debra Williams 8276 1831

### **WANTED**

4 x 19 "standing" tyres. David May 8265 3278

Chrysler product sedan. Must be 6 cylinder. Must be in good roadworthy condition. Up to 1934 model, but vintage is O.K. too. Wanted for April rally in Tasmania. Contact Malcolm DuBois on (08) 82694771

1937 or 1938 Dodge hubcaps, same as 1937 coupe ute. Brett Oldland 0438 317 256

MGTC steering wheel Brian 0412 497 772

VC auto column shift, pref with linkage. Wayne 0438 285 807

1970 Dodge Phoenix LH tail light glass and complete LH wiper assembly. Keith Magann 02 6722 4655

1971 Dodge Phoenix 400 (series 4 or pillared model) LF door glass or complete car suitable for wrecking. Scott Bowman 0413 630 615

CJ-CK Chrysler by Chrysler 360 V8. Must be 360, top condition, unmolested, low mileage. Frank Ventura 0401 143 616 (Melbourne member—will call you back to save your call costs.

## MARKET PLACE

### NOTICE

All vehicles offered for sale should quote their registration number or engine number if not registered.

### FOR SALE

1927 Dodge Tourer. Cherry red in colour with black guards. Grey leather upholstery. New hood, carpet & side-curtains. This car was originally used by the S.A. Department of Mines to transport the Mines Inspector throughout the State and has the insignia for that State Department painted on the front doors (by Govt permission). The car comes with a lot of history & photos of it being used in it's official capacity. The restoration was complete right down to the last nut & bolt & cost in the order of \$25,000, 10 years ago. The car has been garaged (on blocks) for the last 10 years and has only been driven about 20 miles since restoration. Asking price is around \$15,000 for this historic vehicle and all offers will be considered. Spare headlights, spare set of wheels and many other spares go with the car. Graham Sharley 8362 6234.

4.5 x 24 universal tyre to suit Dodge 4, still in original wrapping. 1 complete Dodge 4 engine with flywheel, fan and good manifold with exhaust nut. 1 x 23 DB engine, less head and sump etc, but good rust free engine. Dodge 4 rear end torque tube. Sell as one lot, delivered locally \$250. Graham Bailey 8264 2261

1929 Plymouth Tourer chassis, front axle, diff, 4 springs, 4 wheels, bonnet, fire wall, 4 doors plus sundries. \$250 Max Kennett, 8391 5217

1929 De Soto Tourer complete set of parts for sale, ex Keith Lucas. John Denton 8177 2245

1930 Dodge Roadster chassis, cowl, doors tub, motor, g/box, dif, headlights, mudguards, spare wheel carrier, b/bars, steering wheel and rack, plenty of spares, enough to build ute or roadster. \$1,000 Brett Oldland 0438 317 256

'20s '30s era navy blue pin stripe 3 piece suit in good condition. \$140 Barry Russ 8261 5230

1934 Dodge utility. POA Malcolm Bean 8349 4030

1938 Dodge 4 D8 sedan, VPX-282, reliable car 8,000 miles since restoration completed. Blue with brown interior. Seat belts, brake booster and many spare parts. \$11,000 ono. Ron Turner 8382 3982

1939 Plymouth, excellent condition, no rust, drivable, partly restored, maroon with black accent, complete, new wiring harness, restored body, needs re-upholstering, 5 unused tyres, replaced rubber on doors, windscreen, and back window, replaced running board rubbers, spare headlight glasses, spare taillight. Need to sell! Ken MacLean 02 6684 2607 Mullulbimby NSW

1948 Dodge sedan, VRC-231, very good condition, runs well, easy restoration, all new brakes, stainless cylinders, new lines, missing RH head light rim. \$2,500 Bob Potter 8651 3456 [pic]

1948 Dodge Fargo ute, heaps of work already done, brakes, sandblasted, new radiator, engine runs quite well. \$4,500 firm John McPhee 8346 3108

1948 Plymouth gearbox \$50 Graham Bailey 8264 2261

1948 Ford Prefect 4 door sedan, 100% complete, original leather seats, beige colour, surface rust, tyres OK, excellent project, some spares, last driven in Bay to Birdwood 7 years ago, garaged since, price open to offers, need space for new project. Dave Rex 040 414 0752 [pic is similar not actual vehicle]

Wrecking 1952 Dodge Kingsway, most parts available, cheap. David Stones, 8532 1761 Murray Bridge

1964 AP5 Valiant Regal, 405-768, pb auto, slant 6, complete, running, lots of chrome, historic reg'd, license plate available, original documentation, spare vehicle if reqd. \$2,800 Dale or Debra Cooper 08 8538 5485

AP6 Rusty but restorable, recon motor, interior good, spare trans \$600 ono Eric 0427 715 326

S series windscreen, tow bar, front stub axles, brake drums, fuel tank, complete 80,000 mile slant 6, Brian 0412 497 772

VC Valiant wagon, going \$1,500. VC Valiant wagon, not going \$300. The Spare Room, Edithburgh, 8852 6161

VC Valiant, body not bad, give away, Old Noarlunga, Jim Nicholson 8386 3172

1967 Valiant Regal sedan. 118,000 miles. Regularly serviced. Automatic, white exterior, tan interior. All original car. Body has some surface rust. Looking for offers around \$1,000, but all offers considered. Dianne 8344 9901. Must sell to make room for replacement car.

1969 Valiant Regal sedan. Has only done 90,000 miles from new. Regularly serviced. White in colour, but body very rusty as it lives by the beach. Interior is reasonable. May suit someone looking for good running gear. Looking for \$500, but all offers will be considered. Must sell. Brett 8243 1367

VG Valiant 4 door ambulance, original condition, 345, 3 speed manual, column change, stainless cupboards throughout, folding doctors seat, spotlights etc. Paul Walker 07 4121 2332 (Maryborough Qld)

CH Chrysler 5.9L V8 (360ci) Auto Trans Has been on blocks and under cover for 6 years. Complete. Reg No SLH-062 Phone Allen Price 8569 2456

E37 Charger, mustard yellow, 1 owner 99,000 miles, stripped, all manuals, left rear guard small dent, front drivers seat torn. \$20,000 John Sharp 0422 895 212

E38 "Bathurst" Charger, WKC-373, big tank etc. Complete professional restoration 1997-2001. Original specs followed. All numbers correct. 4 speed gearbox used because 3 speed not repairable. Cost \$35,000 asking \$25,000. 8248 0694 [pic]

(Continued on page 21)



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