



THE CHRYSLER COLLECTOR



Number 145

March / April 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

President:	Chris Howes, 4 Peter Place, Campbelltown 5074.....	ah 8165 3971
Vice President:	Ken Barnes, 21 East Avenue, Millswood 5034.....	8293 7923
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, 4 Roberts Street, Brighton SA 5048.....	ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034.....	ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087.....	ah 8261 7971
Assistant Librarian:	Peter Lockheed, 3 Josephine Street, Highbury 5089.....	ah 8265 2625
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	ah 8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	8449 8905
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:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162.....	8387 0419
-	Bev Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
-	Neil Wormald, 14 Laver Crescent, West Lakes Shore 5020.....	ah 8449 7254
-	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
-	Philip Bakker, 39 Sheridan Street, Woodville North 5012	ah 8268 2586
-	Trevor Beythien, 6 Manley Cct, West Lakes Shore 5020	8449 8905
-	Wayne Bartlett, 9 Duchess Court, Paralowie 5108	8285 8072
-	Michael Buxallen, 27 Gores Road, Davoren Park 5113	8252 1381
-	David Crichton, 3 Smith Street, Newton 5074.....	8337 6980
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 Assessors:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<i>South:</i>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
<i>Central:</i>	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
<i>North:</i>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	ah 8264 2261
<i>North:</i>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168.....	8386 2931
Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073.....	ah 8337 7887
Club Tools held bt:	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 2 May 2003. Corrections/amendments until 4 May 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

12 March 2003

Bruce Thomas from Chrysler Museum

9 April 2003

Anthony Pearson — Vintage lighting

14 May 2003

Trading tables ??????

21 May 2003

Committee meeting

11 June 2003

Keeping the Peace in Timor

CLUB RUNS / EVENTS

13 April 2003

Return to Black Powder

25 May 2003

Pt Adelaide / Torrens Island

15 June 2003

Pub lunch

12-14 September 2003

Burra campout

15-17 May 2004

Pt Pirie campout — with PADARC 20th Anniversary Rally

INVITATION/OTHER CLUBS' EVENTS

28-30 March 2003

Chryslers on the Murray, Albury

30 March 2003

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

11-14 April 2003

Ford 8,10 & 100E Bivouac in Barossa Valley. Refer Gordon Cowley.

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

15-17 May 2004

PADARC 20th Anniversary Rally

SWAP MEETS

16 March 2003?

Clare

8 June 2003

Kadina

24 August 2003

Willunga

21 September 2003

Gawler

19 October 2003

Strathalbyn

15-16 November

Ballarat

Welcome to New Members

Graham & Cheryl Alderson Burton	1926 Dodge	Ashley Farrow & Margaret Edwards Largs North	1950 Dodge
Michael Pritchard MacDonald Park		George Laurie Tewantin, Qld	1955 De Soto
Nicholas Hadley O'Halloran Hill	1970 VG Pacer	Ross & Lyn Trigg Flagstaff Hill	1966,68, 71 Valiants
Graham Bell Valley View	1973 Charger	Linda Walkley Hillbank	

Cover Photos

Front: Chris Howes' 1925 Maxwell 25C tourer, photographed at the 2003 Registration Day. [Photo Richard Tapp]

Rear: Alan Toull's painting of John Webb's 1927 Chrysler H60 coupe. [Photo Alan Toull]

COMING EVENTS

April Meeting—Special Raffle

9 April 2003

A special raffle will be drawn at this meeting for attending financial members of the Club. The raffle prize will be a painting of the winner's historic vehicle by renowned artist (and Club member) Alan

Toull.

Remember, to qualify, you must be a financial member of the Club, and be at the meeting. There will be a limit of one ticket per member

Ross Fleming

Southern Rangers Black Powder Club

Sunday 13 April 2003

Meet at the weigh bridge on South Road, top of Tap, at 9 am for a 9:30 start. A short run down to the rifle range in the gorge at Old Noarlunga.

Bring your historic car for our members to drool over.

Enjoy a blast from the past by firing muzzle loading rifles, muskets and shotguns at clay targets.

Eye protection and foot protection is essential—no

thongs or sandals.

Sealed road except for the last 1/4 mile.

We will supply the hearing protection. And feed you lunch for a cost of \$10 per head.

Ring if you have any other questions.

Brian Miles
8327 1993

Tasmanian Tattersall's National Tour

Details of travel arrangements for members *en-route* who may wish to greet the travellers.

Wednesday 16 April 2003: Leave 10 am from Tailem Bend Shell Service Stn. Travel to Keith for Lunch 1k past Mobil S/Stn on right. Travel to Nhill in Victoria for overnight stop.

Thursday 17 April 2003: Leave 9 am from Nhill Picnic Reserve, on Adelaide side of Nhill near Caravan Park ("WagIn" Information Bay). Travel to Ararat for Lunch at the Oval Travel to Ballarat for

overnight stop.

Friday 18 April 2003: Leave 10 am from Ballarat – Wendourie Shopping Centre Car Park. Travel to Melbourne to arrive at Dock for Loading on to "Spirit" for 7.30 to 8.00 pm.

Saturday 19 April 2003: Arrive Devonport Tasmania approx 6 am, travel to own accommodation until Tats Tour starts on Monday 21 April 2003.

Lorraine Beythien

Burra Campout

12-14 September 2003

The date and location for this year's campout have been chosen. Accommodation will include cabins, vans and powered sites.

Full details will be included in the May/June magazine, but members who need to make plans before then may contact me for more information.

Brenton Hamilton
8387 0419

Chrysler Chronicle—Sep '55

Australia's annual Redex Reliability Trial is world-famous as a gruelling test of both men and machines. It attracts enormous interest as first-hand reports come in from the route, giving details of the relentless struggle for position and points through grim and heartless terrain.

A complete coverage of the progress of the Trial is provided by the Official Press Car which accompanies the competing vehicles. Since it must continually be up with the leaders, double back to the rest of the field, and again forge to the front, the Press Car must be the finest performer available.

The Redex Trial Report 1955 will be compiled by an experienced team organised by Scientific Magazines Publishing Company of Sydney, N.S.W. They chose De Soto with Automatic Overdrive as the right car for their exacting journey.

Pictured on this page is the De Soto Diplomat Regent which has been loaned to Scientific Magazines Publishing Company by Chrysler Australia Limited for the event.

Vividly sign-written, this fine vehicle will provide outstanding publicity for De Soto wherever it goes. It will be featured on the front cover and in the pages of the Redex Trial Annual 1955—an outstanding publication with more than 50,000 readers.



FROM THE COMMITTEE

President's Message

With the advent of our new Registration Day, I am pleased to report that our Club has started the New Year stronger than ever. We had many calls in response to our Advertiser notice and quite a few prospective members on the day. Our Barbecue team dispensed 6 kg of sausages, 6 loaves of bread and 2 kg of onions !!, not a bad effort.

It was pleasing to see the number of members volunteering for Committee positions at our AGM; this I think bodes well for the coming year when the new Committee has a fresh injection of people and new ideas. It goes without saying that the outgoing members deserve recognition of their input over the past year; some have made outstanding contributions and are deserving of special mention, in particular, I would like all of us to pause and reflect on the contribution made by Ross Bryant who has served admirably for the past 15 years.

The coming year has already presented us with a number of challenges, briefly they are:

- to catalogue and display our collection of

vehicle brochures – Brenton Hamilton to head a team of willing volunteers

- reconfigure our library by possibly storing archive records off site, which will leave us more room for reference material – Steve Tyler and helpers; and
- 2004 Chrysler National Meet at Geelong – any volunteer organizers?

In addition to the above we will continue to search for a “ roomier “ meeting venue, hopefully within the Glandore complex.

A Federation Seminar is being held on April 12 to look further at the Historic Registration Code of Practice, we will be in attendance and will keep you informed of developments. There has been a good deal of rumour an innuendo regarding this topic so I expect it will be an interesting gathering.

Safe and Happy Motoring

Chris Howes

Secretary's Jottings

Hi! Here are in the middle of February already. How the time flies! Seems no time since I wrote a few lines for the Jan/Feb magazine, which for some reason didn't make to print! (*Not on file—Ed*)

Members are already getting organised for the Kernewek Lowender, in May, and many others are preparing for the Tassie Rally in April, where a goodly number are attending. I hope also to make the Simca Rally in Dubbo in September! A hard life really! The year has started with some good outings already, with a most successful Presidents Run (Ray Meils Memorial Run), and a good evening at the Ten Pin Bowling last Saturday night.

Judy Harts Coffee run in March sounds good, and something different, my apologies Judy, I will be at the Formula One meeting in Melbourne!!

Another successful and well attended AGM has kicked the formal side of the year, with some new faces on the Committee. Brenton Hamilton bows out as Vice President, with Ken Barnes in that hot seat. Brentons good work with the last National Rally puts him in a league on his own.

Well enough of me, keep up the good work, cheers till next time.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Judy Hart, Dave & Gaye Aylett, Kevin Williams, Lyn and Michael Buxallen, Trevor Shepherd, Gil Purdie and Alan Driver.

Our thanks to last issue's magazine despatch team of Judy Hart, Cathy Wood, Chris Howes and Allan Martin.

WEBSITE

There have now been 4,065 visits to our web site (265

since last issue) and 745 visits to the magazine download page (112 since last issue).

RESTORATION SERVICES DIRECTORY

There is now a March 2003 version of the Restoration Services Directory on the web site.. A reprint will be incorporated with the register of members which is planned to be distributed with the next magazine.

Richard Tapp

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 reminder notices are included with this March / April issue of the Chrysler Collector. Fees are unchanged.

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

The club Registration Day on 9 February 2003 has passed. You must take one of the other options!

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

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.

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

Glossop Gold—August 02

At the August 2002 meeting, advice was received of a paddock full of vintage tin at Glossop that was going to be “cleaned up”.

An emergency expedition was dispatched the next weekend and these photos record some of what was found.

Photos from Kevin Williams



PAST EVENTS

Australia Day Parade

26 January 2003

As part of the Australia Day Parade there was a fund raising activity to help finance repairs to (replacement of?) the boiler of the Shearer steam car.

Only about 80 cars participated in the parade, 4 from our club.

A number of historic motoring clubs and individuals have made donations to this project. At the February 2003 meeting it was decided to contribute \$500 of the \$25,000 required.

Richard Tapp

The Shearer steam car was built in Mannum, South Australia by David Shearer and first ran on 5 June, 1899. It is Australia's oldest running vehicle and is displayed at the National Motor Museum, Birdwood. Picture shows the Shearer steam car in happier times, at Victor Harbor. Photo Richard Tapp



Bowling Evening

Sat 15th Feb 2003

Approximately 40 Club members and friends rocked up for some spirited competition at Bowland. Six teams played out two games for the evening, with the usual good scores from Ron Hinks and Dave Aylett. However, there were a number of players who made the ton, and several of the women played well up to the level of the menfolk!!

Our illustrious leader had problems getting the ball to go in a forward direction!! A number of us found the gutter, and scored the odd duck! Not good for the running total

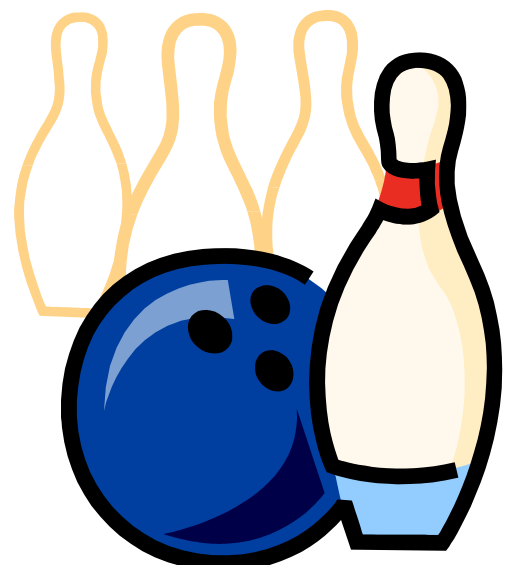
As usual, it was good to see bowlers as young as six or seven, and bowlers ten times that age enjoying the fun.

This is the third bowling outing (held every two years), and it seems to be a good social night enjoyed by all. I am suggesting next time we arrange a meal venue so we can complete the evening in style.

We went to the Warradale (8 of us) and enjoyed a good well priced meal, and for those keen enough also got involved in the Karaoke. We got home at 1:15 am!!

Thanks to those who attended, hope you enjoyed it!

Ross Fleming



PAST EVENTS

Annual Dinner

9 November 2002 was the Annual Dinner. I only recently had my last film developed, having gone digital.

Right we have Dinner organiser extraordinaire, Ken Barnes, below whom are Chris Purdie and Phil Bakker (best outfits) and Chris Howes with Judy McNair presenting Ken with the Ron McNair Memorial trophy for member of the year.

Below are Ken & Carole Barnes and Michael & Lyn Buxallen receiving Silver Touring Awards from Brenton Hamilton for their Mittagong expedition, below whom are Messrs Wormald, Hart, Beythien and Bailey receiving Bronze Touring Awards for their Mungeranie trip and Dave and Gaye Aylett receiving the 2002 President's award from Chris Howes.

Photos Richard Tapp



PAST EVENTS

Registration Day

Sunday 9 February 2003

This was the club's first "Registration Day", designed in part to reduce the log book updating workload at the March meeting. Another is planned for next year. Pictures show the Registration team of Dave and Gaye Aylett, the BBQ team of Judy Hart, Norma Hamilton and Chris Howes and the merchandising team of Neil Wormald and Kevin Williams. *Photos Richard Tapp*



PAST EVENTS

Our Trip to Mittagong

Our trip started by us arriving at a Tailem Bend Service Station at 10 to 9 to have a cuppa and await the arrival of the rest of our group. The people travelling with us on the way over were Ken & Carole Barnes, Kevin & Anna Fagan, Max Noske & his friend Edith and of course ourselves, (Michael & Lyn Buxallen.)

Max was the next one after us to arrive with a fuel leak which was a broken pipe on the carby. We managed to fix the problem just after every body had arrived.

The next one to have a problem on the way was us. We burnt a dizzy cap after Pinnaroo which caused back fires which blew the exhaust off the manifold. We therefore had a lot of noise to contend with until we reached Ouyen.

We arrived at Ouyen at 4:55 pm Victorian time and therefore just caught the RACV guys at their workshop as they were closing. They made some phone calls and assured us that another dizzy would be there for us to pick up at 8:30 the next morning.

Luckily we had pre-arranged to stay over night at Ouyen caravan park, which I can highly recommend to any-one who is planning to travel that way. The place and the people running the park were lovely and helpful.

We quickly found some shops that were still open to rustle up some food for the night and we all met in the camp kitchen which wasn't much bigger than the average bathroom but it was extremely well equipped, with a free BBQ kettle, fridge, dishes etc. With 8 Dodge-y people enjoying a communal meal and a Victorian visitor Ros joining us, it quickly became a very social affair.

We left Ouyen at 8:45 the next morning after picking up and fitting our new dizzy. We were heading for Cobram via Swan Hill and Echuca. When we arrived at Cobram we made our way to the Cobram East Caravan Village into which we were pre booked. Once again a very nice spot to stay.

As it was getting late we decided to go to one of the many local clubs for tea rather than look for

shops and BBQs etc. The lady who ran the park was very helpful and rang the club who on hearing that 8 people wanted to go there for tea offered to dispatch one of their many busses to pick us up in 10 minutes. Well after having driven all day in our vintage cars we were all pleased to be getting a lift there and back.

Well over an hour and several phone calls later we are still standing in the driveway, which was now cold and dark waiting for the bus. From the phone calls made both by the lady from the park and Carole's mobile we found out that the driver was new and on a break and was still going to be there in 10 minutes!!!!!! We just weren't sure which 10 minutes it was going to be!!!

However we were assured that the cook was still going to be there when we eventually arrived even though it was close to 9 pm and the bus still wasn't here yet. We did however eventually get there, by now very hungry!

The club had 3 levels of dining rooms, sort of low, middle or upper class depending on how much you were prepared to spend! Lyn and I being "low lifes" and without a lot of money to spare opted for the bottom of the range while the rest of the group shot for the middle. We got our fish, chips and salad at \$6.50 quite quickly and it was a very nice meal.

Unfortunately the rest of the group who were paying more than double ours were faced with "Oh sorry, we've run out of that", "No I'm afraid there's none of that left either" and "I'm sorry we can't do that as the cook has already left." Eventually after a lot of apologies they did all end up with a reasonable meal, even if it wasn't quite what they may have felt like!

Saturday started well as we left at 8:45 am which almost kept to our rough time schedule and we set out for NSW. A perfect day to be cruising around the countryside in a Dodge.

We left Cobram and went on to Yarrawonga where we crossed the Murray to Mulwala in NSW. Now on to Cowra where we stopped so that Max and Edith could pick up some supplies, and of course Lyn had to shop too! After we parked at the bakery it became obvious that we

PAST EVENTS

Our Trip to Mittagong (ctd)

had managed to lose a 1918 Dodge tourer with Kevin and Anna on board! After some discussion it was felt that as Kevin and Anna knew the route we were taking, we would continue on and meet up with them along the way. This was where we took to the back roads through little towns which were very quiet and devoid of traffic, all in all a very pleasant drive. This was also where our fast 4 became a very slow and cantankerous 4 as it coughed and spluttered its way along and it decided quite often to let off a backfire which would have woken Ned Kelly with no effort at all.

Every now and then the car would get going and run really well. One of these times was on a dirt road and we came across a sign which said "Reduce Speed". Well let me tell you that as the car was now going well there was nothing that was going to slow us up!! So at 30 m.p.h. we entered a very sharp S bend and found the need to rapidly reduce speed while the car was going sideways (oh what fun!!!) This meant back to bang, bang, pop.

The next stop Walla Walla was where we met up with Kevin & Anna again and we all had a picnic lunch in the local park. After lunch we headed off for Gundagai where we had caravans pre-booked for over night. It wasn't long before our Dodge was feeling very sick and hardly running at all, so whilst parked on the side of the road Kevin and I decided to do a major overhaul of the vacuum tank.

I had a spare one under the seat which I had never used and therefore didn't know what condition it was in. We pulled them both apart and made the best we could out of what we had. I know very little about vacuum tanks but Kevin seems to be very familiar with them and he noticed that the vacuum valve on the unit in the car wasn't closing off so it was thought to be the problem. We used the top of the spare one as it seemed to be quite good.

Okay start the car and see what happens! Great it's running so off we go running beautifully for long enough to feel confident and then just stop as if we had run out of fuel! A quick check of the fuel gauge discounted that so back to the

vacuum tank which was empty.

On pulling the pipes and fittings off again it was noticed that at some stage the tank had been put together using thread sealing tape and of course there was the remains blocking the small hole which the vacuum passes through. Back together and off we go again. This time it ran a little better but it still popped and banged but now and then it would clear and literally fly.

This meant that Kevin and Anna in the 1918 were left for dead but like the tortoise and the hare they soon caught us up again by sitting on their steady 35 m.p.h. only to disappear again when the Dodge came back on song! By this time the shadows were getting long and we were seeing a lot more freshly killed 'roos on the side of the roads and to top it off we had a light shower of rain which was threatening to get much worse soon.

The four of us decided it would be safer to pull into a motel about 50 km out of Gundagai. Tarcutta was only a small town but just down the road at the local RSL. there was a Chinese restaurant so we walked down and placed our order. For those of you who are interested my advise would be, only go there to eat if you wish to waste your money as the road kill on the way into town would have been a better meal!!!

The next morning we were up early and made it to Gundagai to meet up with the rest of the group as they were just about to leave the caravan park. On the Hume highway on the way to Mittagong we stopped at a couple of service centres. These places are unreal, with a large Mobil service station with approximately 30 pumps which constantly run with a line of cars at each pump. They also have McDonalds, Kentucky Chicken and other restaurants as well!

About 30 km out of Mittagong the group decided to take to the small country roads to get out of the very fast moving traffic on the Highway, as our car was still playing up Lyn and I elected to take the shorter route straight down the freeway because if we could get the car up to 45 mph. it seemed to run better and give less trouble than if we had to slow down

PAST EVENTS

Our Trip to Mittagong (ctd)

through country towns.

Although the Hume Highway is very busy we didn't have much trouble with the traffic because the shoulders of the roads over there are all concreted and around 7 feet wide so we travelled to Mittagong on the shoulder of the road! We arrived at our Cabin Park in Mittagong at about 5:30 pm and we were looking forward to a break!

The following morning we walked around the park and found that including our group there was about 12 Dodges staying in the park. After checking our Dodge over for anything which may have come loose (as this is the first interstate trip for the car) it was off to register for the rally.

Tuesday was the first official run for the rally and we spent time on narrow and rough roads going up and down hills in very windy conditions but it was a good way to see the lovely countryside even though we were still popping and chugging along. Then tea at Rally head quarters was a good social event with entrants still talking long after the evening meal.

Wednesday was again to start at the rally H.Q. but first we went through the vac tank and changed bits and pieces, stripped the carby, then put it back together after finding nothing wrong!!!

We left on the trip to the Train Museum at Thirlmere via some very nice countryside. Most of the roads were narrow, rough and hilly. Along the way we saw the world's deepest man made railway cutting which was truly awesome. After a tour of the Railway Museum we had lunch in the dining car of the Great Southern Railways. This was fully catered with very friendly staff. Since our car was still playing up we decided not to go on to afternoon tea at the Dam and we went back to the cabin park to see if we could get it running better!

This time I replaced the points, condenser and coil. I also removed the manifold to see if it had a crack or a leaking gasket, but unfortunately there was neither. After putting the car back together our group went to the local RSL club to

celebrate Anna Fagan's birthday. Since there was no tea put on by the Rally this night, we met up with several other entrants as this proved to be a very good place to dine!

Thursday morning saw us heading upward to the local look-out to check out the town from above! After this we went to Bowral to see the Don Bradman Museum where we spent about an hour looking at the exhibits. A first class venue but an hour is nowhere near enough time, even if your not a great cricketing fan!

From there it was off to Berrima for the Show Day. The cars were placed in a park on display whilst the owners were given an observation sheet which required everyone who wished, to walk around the town answering questions about different things, shops etc.; a lovely way to see the town. Then we all sat around talking until 3 pm when the judging of the cars was finished, then we all found our own way back to where we were staying.

After discussing my car's running problems with several people on the day I decided to try putting 600 mils of transmission fluid in with my fuel and the car did seem to run a little better.

Friday was the last day of the Rally and we only had a short run in the morning as our presentation dinner was at the RSL Club at 12:30 pm. Although short the run was through small towns in the picturesque countryside. At 12:30 we all gathered in the function room which had been booked for our luncheon. The 3 course meal was very nice.

During the meal the trophies were awarded for the various classes. As far as our club was concerned the "Entrants Choice" award was given to Carole & Ken Barnes for their 1927 Dodge Roadster. The award for "Best Presented Car" went to us, (Lyn & Michael Buxallen) for our 1928 Dodge fast four tourer. We also took out the Trophy for the Observation walk around Berrima.

On Saturday we left the cabin park at 7.30 am for Moss Vale to drop Melva off to catch a train to Melbourne then we were off to Wagga Wagga, via Goulburn, Yass & Gundagai where we had

PAST EVENTS

Our Trip to Mittagong (ctd)

lunch with the Dog on the Tucker Box and arrived in Wagga at about 4:30 pm. We then found some very nice cabins at a very good price. Sunday began early again with another 7.30 start. By the time Lyn and I reached Urana we had become separated from the others and as our car was overheating a little we decided to stop at a tractor pull in the town to let it cool down.

After about ½ an hour we were back on the road again. We all met up again at Jerilderie and discussed the direction to take from here. The good part of today is that our car is finally running much better! Unfortunately this is where we part company from Ken and Carol and David Schumacher who were heading for Echuca to catch up with relatives.

Lyn & I headed for Tooleybuc via Deniliquin and Moulamein, where we picked up a nail in the left rear tyre. After removing the rim from the car I noticed that the inside of the rim had an 18 inch split in it and would have done a lot more damage than the nail ever could! (Thank goodness for nails!)

The plan was to make it to Tooleybuc this day but the car was going so well that we decided to push on and stay at Ouyen Caravan Park for the night as we knew it was a lovely place to stay from the trip over to Mittagong.

Max Noske obviously had the same idea as he was already there when we arrived. Max was having starter/generator

trouble and was planning to make it home the next day without stopping the engine once he rolled it down the hill near his cabin to start it!

Max left very early on Monday morning, before us. When we finally left about 8:30 Lyn and I discussed Allan Martin's idea of removing the side curtains, which we had done quite often on the trip so that, as Allan says, you can smell the air. We have decided that the wonderful aroma of fly blown 'roos on the side of the road is not our idea of fresh air! (Alan is a sick man!!!)

We arrived home on Monday after a terrific trip and a good time spent with a great group of people.

Michael and Lyn Buxallen

Foot Note.

(Written 2 months after the trip.) It seems to me that the fuel that I have always used has had the formula changed, so I now run the car on Premium unleaded with 500 ml of Diesel to 40 litres of petrol. The car runs smoother and more reliably than it has ever done! It's a shame I didn't know this before or even during the trip as it would have been an even more enjoyable trip!



Dodge 4s of Ken and Carole Barnes, Max Noske and Michael & Lyn Buxallen — Carole Barnes photo

XX

Coober Pedy Trip

On Monday 6/1/03 my mate Peter Honson asked me if I would like to go to Coober Pedy with him to look at some rusty metal for a couple of days. On Tuesday morning at 5 am we left my place and headed out.

After a smooth ride in Peter's Falcon, we reached Pt. Augusta at about 8:00 am where we took a snack break and swapped drivers for the second time — Pt Wakefield being the first change. Into Woomera around 11 am, we wandered around the rocket and missile display — boy, was it hot! We took a few photos and then drove out to Spud's Roadhouse, Pimba to fill up with fuel.

Our next stop was Glendambo where we stopped about 1 pm to have lunch. The air was getting noticeably hotter as we fed our scraps to the murder of crows that were hanging about. Even the goanna went for the shade.

After a couple of photo stops along the way, we arrived at Coober Pedy — 4 pm—and 45C according to the car thermometer.

Accommodation arranged we went for a look around. There are plenty of vehicle dumps around the place, but mostly '60s & '70s cars that were totalled. We saw a few desirable vehicles with quite good bodies — minimal rust.

Peter then rang his contact, Colin — the local tow-truck operator — and made arrangements to meet the next morning. Well, Colin turned out to be a real character. A rough diamond, but what a knowledgeable bloke. We learnt more about Coober Pedy opal mining in one day than we thought possible!

There are over 1 million holes drilled in the ground in the mining area (approx. 50 sq. kilometres)

He took us around to peoples yards showing us some of the cars, like a '69 Plymouth Fury two-door, a couple of '72 Ford Galaxies and his own '77 Pontiac TransAm and numerous other cars and wrecks.

He obtained permission for us to take photos and then took us out to the aboriginal reserve car dump and showed us the Ford Pilot Ute that Peter had come to see (a bit of a basket case but not hopeless). There were a few Dodges - a '35 and '56, a '51 De Soto, a couple of Chev Fleetmasters, a Buick Straight 8 and a Ford '32-'34 Ute (a basket case).

Then he drove us out to a place called the 8 mile, where the original Stuart Highway went when it was a dirt road. There was even the remains of the old service station there.



Here were the remains of numerous Holdens — sedans & utes, '40s Chev. utes, '50s Dodge & Fargo 1 ton utes, Vanguards and a couple of Chrysler Royals. Also, what lit up Peter's eyes, was an early English Ford Thames Trader truck with a Ford V-8 side valve motor (Pilot) with alloy heads.

Peter was able to get some parts off the motor which,

XX

Cooper Pedy Trip (ctd)



wonder they live underground.

Andrew & Sandy's home has a magnificent sculpture of a dragon, set in a metre square alcove in the passage, done by the same artist who carved the two sculptures in the oldtimer's mine tourist attraction. Legend says that the dragon leads you to the gems in the desert.

The couple of days we spent in Cooper

incidentally, could be turned over by hand. He was tempted to get the motor out, but time was limited.

Back into Cooper Pedy to meet another guy who had a very nice '61 Chrysler Royal that would be an easy restorer.

These two guys, Colin and Andrew, who neither of us had ever met before, took us into their dugout homes, showed us around and told us all about these dwellings. We had coffee at Colin and Liz's in the morning, and a beer at Andrew and Sandy's that night. Their dugouts were originally mines — Andrew & Sandy's started in 1917 and Colin & Liz's in 1921. They are fantastic places with a constant temperature of around 25C — no

Pedy have been a real experience of country hospitality and an eye-opener when it comes to opal mining, especially for Peter who was a hard-rock miner at Broken Hill for many years.

Thanks Peter for inviting me along — IF had a great time although I am glad to be back in the relative cool of Adelaide.





Kevin Williams



MOTORING HISTORY

Chrysler Advertisements

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THERE is a certain thrilling something about Chrysler performance that one never senses or enjoys in any other car. It is "something" and yet somehow *everything*. It is the spirit and sure stride of Chrysler speed. It is the gliding sensation of Chrysler smoothness. It is the electric aliveness of Chrysler pick-up.  The answer, of course, is Chrysler engineering.  With new, roomier bodies of dreadnought construction; with new, bigger, more powerful engines—with Down-Draft carburetion in the "77" and "70", together with the Multi-Range 4-speed transmission and gear shift — these latest Chryslers further out-distance all attempts to equal Chrysler performance.  And besides, there is more style in Chrysler beauty, just as there is more go in Chrysler power and more *stop* in Chrysler brakes — weatherproof hydraulics, the safest brakes known.  Get a personal experience at the wheel—and you will realize with full conviction why a Chrysler inspires a pride all its own.

There is a Chrysler for every purse and every need from

\$795 to \$3375

The "77"

5 body styles, \$1625 to \$1875

The "70"

7 body styles, \$1295 to \$1545

The "66"

6 body styles, \$995 to \$1195

New Chrysler Six

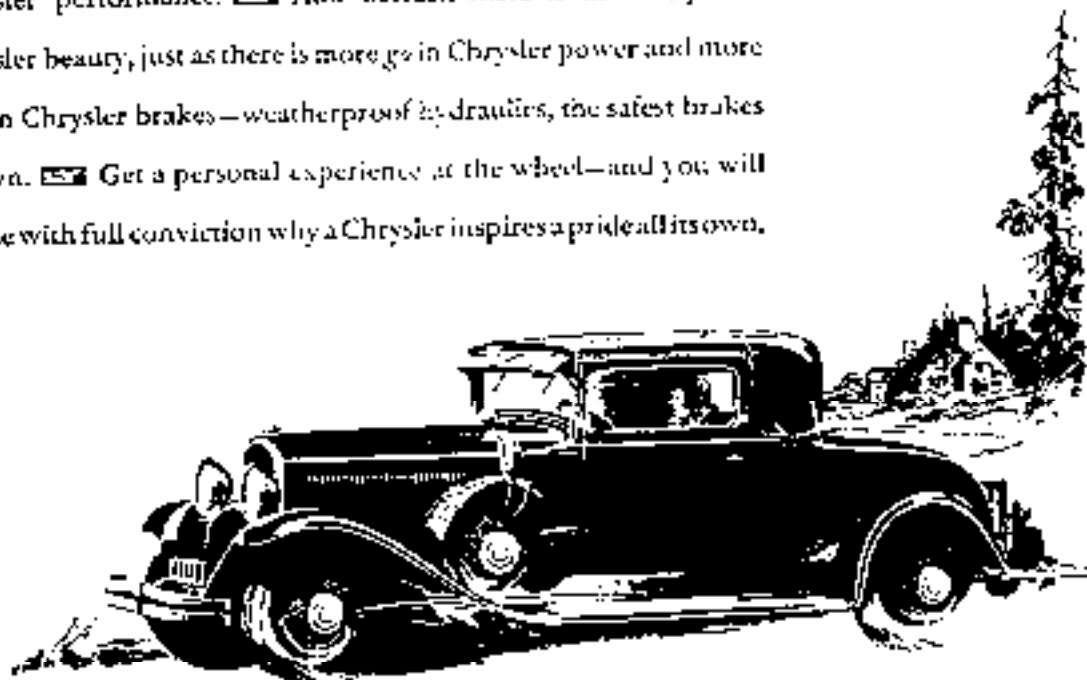
3 body styles, \$795 to \$845

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All prices f.o.b. factory

... and regular transportation



CHRYSLER 1937 ROYAL COUPE \$1725 f.o.b. factory (special equipment extra)

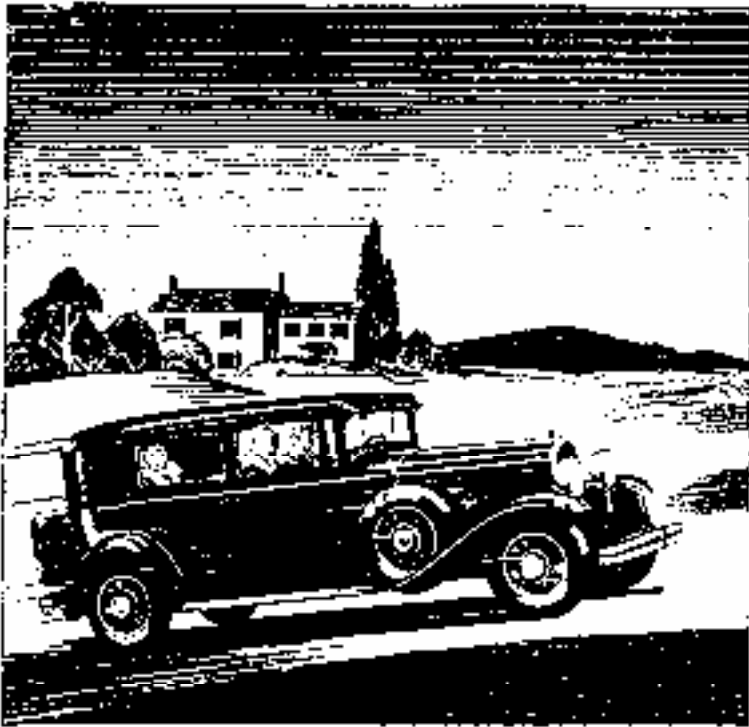
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Source: Trevor Sheppard

MOToring HISTORY

Chrysler Advertisements

Source: Trevor Sheppard



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Today they are buying Chryslers, for they have been able to find more complete fulfillment of their motoring needs in a Chrysler than in any other automobile.

At the same time, because of surprisingly low prices, Chrysler has enabled thousands upon thousands to enjoy this supremely fine motoring who never even dreamed of being able to possess cars of such outstanding utility and maintenance.

Comparisons of cars today invariably take Chrysler as their basis. A car either is or is not an approach to Chrysler in performance and style.

Yes—Chrysler has set the pace . . . and easily maintained it . . . year in and year out.

And because of the knowledge that in a Chrysler one has the best that motoring affords, Chrysler ownership imparts a certain thrilling pride, the like of which cannot be claimed so universally by any other motor car.

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CHRYSLER

THE IMPERIAL 8 Body Styles, \$2675 to \$3575 THE 77 9 Body Styles, \$1795 to \$2595 THE 70 7 Body Styles, \$1295 to \$1425 THE 66 6 Body Styles, \$975 to \$1235

DODGE VICTORY 6

Australian Register

To all Dodge Victory 6 owners / restorers.

Following a meeting of approximately eight Victory six owners at Glenn Smith's site, Bendigo Swap Meet 2002:

1. We wish to update the current owners register. Please forward the following details to Gil Purdie (address below)

- (1) A photo of your car (restored or current state of of restoration)
- (2) On back of photo your name, address, car/cars details, year, body style, rego/ permit number, engine number, body number, serial number (if applicable) and estimated completion date.

On completion of the register update a copy will be sent to you.

2. The second subject of this meeting was proposed a Dodge Victory Six owners rally / tour to be held at Echuca, Victoria in the second/ third week of September 2004.



(1) To meet fellow Victory Six owners

(2) Several tours from Echuca

(3) Standard Six and Senior Six etc by invitation.

Please forward your photo and information to:

Gil Purdie, PO Box 333, Ingle Farm 5098 E-mail gandapurdie@chariot.net.au

Please contact fellow owners / restorers and forward a copy of this to them.

For more information about the current register or the proposed Echuca Tour please contact:

Doc Doherty (03) 9561 6942

docdohpj@bigpond.net.au

Glenn Smith (07) 3300 1130

vintagereproductions@bigpond.com

Gil Purdie (08) 8359 0470

gandapurdie@chariot.net.au

Please contact ASAP Doc & Paula Doherty re your participation at Echuca: 8 Karjen Place, Wheelers Hill Vic 3150

My First Chrysler

I am the staff writer on Freedom magazine which is the customer magazine produced by Haymarket Publishing for DaimlerChrysler. *[Freedom is the pan-European magazine for owners of Chrysler and Jeep vehicles. Currently produced in five languages and ten editions, 300,000 copies are distributed, three times per year. <http://www.haycustpub.com> — Ed]*

In an up-coming issue of the magazine we are running a feature entitled, 'My First Chrysler'. Basically we are asking Chrysler owners to tell us about the first Chrysler they ever bought, including

information about the make, model and year of purchase, a photo if possible and also details of the vehicle they drive today.

We are looking to get as many responses as possible from avid Chrysler lovers and therefore were hoping that you or someone in your club would be interested in sending us information.

If so can you send anything through to:

Helen Rodiss, Staff Writer, Freedom

38-42 Hampton Road, Teddington, Middlesex

TW11 0JE England

or my email address is: helen.rodiss@haynet.com

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

FINANCIAL REPORT

Year ended 31 December 2002

CHRYSLER RESTORERS CLUB OF AUSTRALIA (SOUTH AUSTRALIA) Inc.				
SUMMARY INCOME AND EXPENDITURE YEAR ENDED 31ST DECEMBER 2002				
		2002		2001
INCOME				
SUBSCRIPTIONS		6,504.50		6,616.00
ANNUAL DINNER		1,344.00		1,115.00
CAMPOUT		-		-
SALE OF GOODS		625.50		2,194.80
ADVERTISING & SPONSORSHIP		4,825.00		835.00
EVENTS		-		-
FUND RAISING		430.00		470.85
INTEREST		62.67		145.41
		13,791.67		11,377.06
EXPENDITURE				
ADVERTISING	143.00			136.80
ANNUAL DINNER	1,345.00			1,070.00
BANK FEES	17.70			24.52
CAMPOUT	-			-
COST OF GOODS SOLD	797.80			1,841.95
DEPRECIATION	100.00			-
EVENTS	582.75			722.00
INSURANCE	510.39			795.97
LIBRARY	328.00			126.50
LICENCES/SUBS/FEES	132.85			79.40
POSTAGE & STATIONERY	1,618.50			1,323.19
PRINTING	3,306.32			3,338.10
RENT	630.00			630.00
TROPHIES & AWARDS	99.60			109.60
TOTAL EXPENDITURE		9,611.91		10,198.03
EXCESS INCOME/EXPENDITURE		4,179.76		1,179.03
CLUB FUNDS B/FWD		13,140.25		11,961.22
MEMBERS FUNDS ON HAND		17,320.01		13,140.25
CURRENT ASSETS :				
Cash on Hand		184.00		136.80
Cash at Bank		8,323.60		2,685.96
Term Deposits		6,829.71		6,789.89
Stock on Hand		860.00		1,267.00
Debtors & Prepayments		822.70		2,600.00
TOTAL CURRENT ASSETS		17,020.01		13,479.65
NON CURRENT ASSETS				
Tools & Equipment		2,976.47		2,576.47
Provision for Depreciation		(2,676.47)		(2,576.47)
TOTAL NON CURRENT ASSETS		300.00		0.00
TOTAL ASSETS		17,320.01		13,479.65
TOTAL LIABILITIES		-		339.40
NET ASSETS		17320.01		13,140.25

MARKET PLACE

NOTICE

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

FOR SALE

1923-24 Dodge part from estate Harold Sewer. Contact Richard Hart 8337 7887 or any of the Frith brothers.

1929 Chrysler 75 roadster, fitted with artillery wheels. Restoration by Marque Restorations. Concours winner. Ex Bob Myers, Whyalla. Around \$30,000 negotiable. Lee Paltridge (VSCC member) phone 8271 0992.

1937 Dodge MC ute complete (except for number plates and bonnet emblem) with genuine 3,550 miles. In good condition but needs full restoration. Found in shearing shed outside Perth. Scott Anderson 08 94021315 / 0414 28854

1938 Dodge Deluxe, all there, plus spares, needs rest., car in Wagga \$4,000—\$5,000 Mac McLeod 8298 8053

1938 Dodge grille, Bill Watson 8264 6355

1940 Chrysler NewYorker Convertible Eastern Pennsylvania. 845 made, less than ten of them known to survive. Body is in excellent condition, but has a few minor rust spots. 3 speed, fluid drive coupling. Has radio, heater, factory side/rear view mirrors, spotlight and some re-chromed parts. Car is partially apart. Body is still on frame. Front clip is off. Rear fenders are off. Engine is apart. Extra engine, complete dash with clock (good condition). 4 original beauty rings that fit behind the hubcaps. 99%+ complete. Carl at CLHilly@hotmail.com or call USA 610-777-8788..

1952 Dodge Kingsway wrecking, most parts available. David Stones 8532 1761

225 engine and auto trans. Can hear running. \$500 Dimitris Makris 0410 517 031

1962 S Series unfinished restoration project. Deceased estate. Mechanically complete and in good order, needs further body work and paint. \$2,000 John Thompson 0418 205 941 (Melbourne)

Mk 1 Cortina 4 door sedan. Good engine and transmission, many good panels and parts. Free. John Charter 8556 3019

1965 Dodge Phoenix, black, on LPG but tank needs 10 year check, some spares \$5,000 Chris ah 8298 4035

1965 Chrysler Windsor, personal import from Canada. Mint condition, LHD, all original interior - no cracks or tears on seats or dash. No rust anywhere. All electrics in full working order. Hard top, light blue and a very beautiful car. Was a wedding gift but need money and must sell this month. \$8,000 but all offers considered. Trish Makarian 07-3355 4141 Brisbane

VG Valiant ute, running gear OK, body rough, free to person who can use it. Jeremy Hartwich 8276 0006

VG Valiant 2 door 245 Hemi, needs rest, body straight. Make an offer 8357 4061

1971 VG Valiant Ute in pieces but all there. Another red ex PMG ute just like the Pres. In fact only 4 body numbers away. So if you are looking for a cheap challenge ring:

Peter 81321166 BH or 0413831403 AH before it goes to the Demolition Derby !

XA Fairmont RRO-813, 250ci, recon auto, body reasonable Barry, ah 8627 2372

VJ Dodge ute, needs rest., good motor \$500 John Horodecki 8242 3230

1974 Dodge ambulance, registered, has been housed at Pt Adelaide and regularly started. \$1.750 ono Terry Schnell 041 881 9811

1975 Centura sedan, deceased estate, excellent original condition, factory air, auto, 6 cyl hemi \$6,000 neg Ross Fleming 8356 9391

1979 CM Valiant, a/c, new tyres, radiator, exc brakes & shockers, auto, burnt orange \$4,000 Darren Driver 8645 1219

Roller Door 2.4m beige, hardly used \$180 Brenton Hamilton

'50s era clothing including Mopar shirts. View products at www.sh-boom.com.au Cindy 0403 239 121

WANTED

1934 Plymouth PE sedan rear quarter window wind out gearbox assembly (a diecast unit) Cyril Mills 02 4578 2774

My name is and I am a member of the Chrysler club and having trouble with my 1937 D5 dodge finding a door lock.

1937 D5 Dodge door lock cylinder that has the retaining screw through the edge of the door or any other door cylinder that would fit. Alan Coleman 8572 3589

External solid sun visor for S series Valiant David Reid 8396 6206

313 V8 to suit AP3 Chrysler Royal. Also heads and harmonic balancer. Andrew Brockhoff 8672 5792

AP6 V8 original Dave Becker 08 9527 7568

AP5 Regal sedan rear driver's side door, rear quarter panel and rear bumper bar. Richard Nizielski [richardniz@ozemail.com.au] (07) 3254 1440

Information about the conversion of a 1972 VH Valiant Regal into a hearse. VIN 6H45, Body No 328, Engine No A221C00204. Trying to trace who did the original hearse body work and fittings to get some sort of engineer's certificate for the work. Michelle and Paul rolador@bigpond.com

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