



THE CHRYSLER COLLECTOR



Number 146

May / June 2003

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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

14 May 2003

Trading tables

21 May 2003

Committee meeting

11 June 2003

Keeping the Peace in Timor

CLUB RUNS / EVENTS

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

16-19 May 2003

Kernewek Lowender

2 November 2003 (to be confirmed)

CCC run by Mercedes Benz Club.

9 November 2003

HMVC Fleurieu Peninsular Show and Shine. \$20 per vehicle. McLaren Flat Oval 10:00 am 856 6713 or 8386 0752

?? March 2004

Chryslers on the Murray. Contact Wayne Bartlett about going as a group. 8285 0872

15-17 May 2004

PADARC 20th Anniversary Rally

SWAP MEETS

8 June 2003

Kadina

24 August 2003

Willunga

21 September 2003

Gawler

19 October 2003

Strathalbyn

15-16 November

Bendigo

Welcome to New Members

Evan Fazelas Prospect	1973 Valiant	Brian Roberts Athol Park	1925 Dodge Buckboard 1948 Dodge Ute
John and Susan Moore Salisbury	1962 Valiant 1966 Valiant 1970 Valiant	Greg & Kate Russell Pearce ACT	1963 Valiant AP5
Orlando Wines (Bruce Thiele) Rowland Flat	1936 Dodge Ute 1956 Chrysler Royal 1963 Bedford Truck	Malcolm & Carlene Seal Uraidla	1924 Maxwell Tourer

Snippets

Peter Burgess has made a 48 page "how to" handbook for making a solid wooden door frame, using original materials, a copy of which is now in the club library.

Ross Fleming reported that he had seen Mike Trengove at the Clipsal 500 and was pleased to be able to report that Mike seemed to be in much better health.

Cover Photos

Front: Steve Lovell's 1925 Chrysler 58 tourer, photographed at the Roseworthy Run. [Photo Richard Tapp]

Rear: Alan Toull's painting of Trevor Unsworth's 1927 Chrysler 60 roadster. [Photo Alan Toull]

COMING EVENTS

Historical visit to Semaphore, Port Adelaide and Torrens Island

Sunday 25 May 2003

Meet at the clubrooms at Glandore at 9:30 am for a 10:00 am start. We plan to travel via Military Road to Semaphore, where we will stop for morning tea (a good bakery is nearby).

Then we go onto Port Adelaide for a conducted historical tour by members of the Port Adelaide Historical Society (a gold coin donation). Make

sure you bring good walking shoes!

After this onto Torrens Island for a tour of this historical site and a picnic lunch. You will need to bring your own lunch, as there are no shops there. Ring for more information.

Ken & Carole Barnes
8293 7923

2003 Annual June Pub Lunch

Its that time again! Sunday June 15th will see us motoring off in the direction of the Freeway to Murray Bridge. The Pub lunch will be at the Dundee Hotel/Restaurant/Wildlife Park complex Jervois Road just past Murray Bridge.

At this point in time, the Hotel is offering an all you can eat Smorgasbord at \$13.95, and I can assure you the choice and quality of food is excellent, as is the venue! Tea and Coffee included.

A deal can be struck if a goodly number of people wish to tour the Wildlife Par, which includes Snakes, Wombats, Crocodiles and many

bird species. Normal entry is \$6 to \$8, if sufficient numbers are interested (50 plus), then the meal and tour package can be around \$17. It should be an excellent day out, and good value!!

Meet at the CCC Clubrooms at 9.30 am for a 10am departure, the run being straight up the Freeway. You can pick up the group at the toll gate (Colonial Car Park!) if you wish, or if more convenient, at the Dundee Hotel around midday. There is plenty of parking, though it is a very popular spot!

Any queries give me a ring on 8356 9391.

Ross Fleming

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

Snippets

Steve Lovell's 1925 Chrysler tourer won best vintage vehicle at this year's Power of the Past.

At a recent meeting it was reported that in Victoria there is a \$500 on the spot fine for the commercial use of a trailer that is registered for normal use and that Victorian police have staked out swap meets, fining anyone bring material to sell. However, the VicRoads website shows that trailers for private or business use share the same registration category "TL" and are charged the same fee, \$28.

Bruce Thomas (historian at the Chrysler Museum) invited members to contact him with research problems. Contact details are:

Bruce Thomas
DaimlerChrysler Corporation
CIMS 488-00-00
One Chrysler Drive
Auburn Hills Mi USA
48326 2778
Telephone: 248 944 0009
Facsimile: 248 944 0456

FROM THE COMMITTEE

President's Message

As I write this article, those intrepid members of our club are enjoying the sights of Tasmania, as far as we can tell there have been a few technical hiccups but nobody fell of the Empress of Tasmania so all is well.

It makes me realize just how diverse our yearly activities can be, and what we can achieve when a few willing hands get together. I am a great advocate of showing the flag at every opportunity to help sustain our activities. Just recently I was impressed with a good showing of some of our vehicles at the first combined clubs swap meet at Adelaide International Raceway, well done to the Valiant Boys!

Elsewhere in the magazine you will see a condensed report on the outcome of our meeting

concerning Historic Registration and the now established Code of Practice, no doubt the controversy will linger for some time, but I would urge you all to be patient, some things will change.

As the year progresses at a rapid rate we should be looking at next years Chrysler National meet in Geelong over the September school holidays, it may seem a way off but when you consider the need to make bookings for a substantial number of people it's time to give it some thought. I will be calling for helpers shortly to organize our involvement, any volunteers ?

Happy and safe motoring.

Chris Howes

Secretary's Jottings

Once again, the jottings this time around are being put together a little early, due the Tas Rally. The last general meeting saw a good roll up again, with the cooler weather now fast approaching. The Alan Toull raffle was drawn with all but one lucky member taking home the spoils. However, the raffle prizes and raffle run by Ken and Carol Barnes ensures plenty of smiles all round at every meeting with the excellent prizes up for grabs. Brian Miles, with his regular donations of good quality wines are always a popular prize. This weekend - today in fact, saw yet see another Seminar run by the Federation ref the Historic Registration Codes of Practice. The draft form now no longer exists, with the publication of the amended Codes of Practice in its final form being presented at this Seminar. A lot of spirited discussion on a number of issues took

place once again. Our President, Chris Howes, who has taken a keen interest in the these issues, spoke on a number of these issues, also noting a number of points that appeared to have not been considered in the new Codes of Practice. A vote of thanks is also due to Steve Tyler, the Club's busy Librarian, for his setting up the procurement of new windscreen stickers (Club Logo), at a more than reasonable price. Elsewhere in this magazine you will find details on the June Pub Run, for which a sheet will go around at the May meeting.

Well, enough for now, more jottings in a couple of months. When a few comments on the Tas Rally will be appropriate!!

Good restoring to all.

Ross Flening

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Bill Watson, Martin Woods, Kevin Williams, Wayne Bartlett, Melva Schumacher, Tim Smeaton, Edmonds.com, Danny Buxallen and Norma Schopp.

Our thanks to last issue's magazine despatch team. I was not there but I think it was Cathy Woods, Judy Hart, Chris Howes and Allan Martin.

WEBSITE

There have now been 4,481 visits to our web site (416 since last issue) and 908 visits to the magazine download page (163 since last issue).

2003 REGISTER

Club members should receive their 2003 Register with this magazine, including Register of Members, Register of Vehicles, Restoration Services Directory and Conditional Registration Code of Practice.

HISTORIC REGISTRATION

Introduction of the Code of Practice

The Deputy Registrar and Technical representatives of Transport SA introduced the regulations, now known as the Code of Practice MR332, to the Historic Vehicle movement at Woodville Town Hall on 12th April. This, as could be imagined, was accompanied by much discussion on the merits and shortfalls of the document.

In this brief article I will attempt to highlight the effect on our club and the development of further discussions with Transport SA.

From the outset the Code will be adopted in its presented form as at 1 August 2003; if all goes to plan you should all have a copy of the Code with this edition of the magazine. I urge all of you who have historically registered vehicles, as well as those of you intending to partake of the scheme, to study this document at length.

The overall content of the document is lacking much of the specific detail, which we and many other clubs submitted 12 months ago, when asked our opinion on how the Historic Registration scheme should operate. When challenged on this aspect of the presentation, Transport SA replied that it was planned that the Code of Practice would be reviewed in 12 months, in conjunction with the Federation. For this reason I am inclined not to pursue a number of negative issues which will become all too apparent as soon as the Code is implemented, in addition, there were a range of sound and logical improvements from the floor which the Deputy Registrar agreed to take on board.

With the above in mind, I might itemize some of the more significant points as follows:

- It is the intention of Transport SA to closely monitor the day to day operation of the Code by utilizing SA Police, for inspection of Log

Books, and paying more attention to items such as Number Plates conforming to Legislated standards.

- MR334 is the new document, which is issued at the time an inspection is carried out by an Authorised Club Person, it replaces the old MR16.
- All MR334 documents will come in duplicate, the issuing club is to keep a copy for 5 years and, these documents will be audited by Transport SA.
- Approved variations will be documented on the MR334 at the time of inspection if applicable, the document will be signed by both the Inspector and the Vehicle owner.
- Approved variations is a means for a Club to submit for approval a list of acceptable changes where, in its opinion, some vehicles may not be able to be driven without such change or alteration. Each item is first to be approved by the Federation and forwarded to the Registrar for his final decision. As well as being recorded on the MR334 these same details will be entered in the Log Book and suitably certified by the Club Registrar; therefore they are available for perusal at any time by an approved Club, Transport SA or Police official.
- Detailed instructions place the responsibility fairly and squarely on the Vehicle owner to provide correct detail and maintain the Vehicle in its original state as inspected.
- No consideration has been given to the process of carrying out inspections for the vehicle of a country member, where he does not have reasonable access to the Authorised Club Inspector. This issue was raised by a number of

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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.

HISTORIC REGISTRATION

Introduction of the Code of Practice (ctd)

(Continued from page 7)

Club representatives; assuring noises were made by Transport SA, and the Federation, that steps would be taken to overcome the problem in the near future.

- Vehicles not previously registered in SA will be required to undergo an identity check at Regency Park, or, by SA Police in country areas.
- Vehicle originality is high on the list of regulations to the extent that, all aspects of body and mechanical components must be as close to original manufacturers specs. as possible. I interpret this as meaning, if it came from the factory as a Tourer then it is not eligible as a Buckboard, or for that matter, any other derivation of body style.
- Mechanical components are treated in similar fashion, if it didn't come from the factory with a Holden carb, then it is ineligible.
- The preceding two items came in for lengthy, and sometimes, heated debate for which there was no positive outcome. My view is that we should wait until challenged on some of these issues, and in the meantime forward reasonable and constructive applications for recognized variations.
- LPG is no longer acceptable as a fuel source, those vehicles currently fitted with it have two years from implementation of the Code to have it removed.

- Vehicles manufactured prior to 1949 may utilize parts sourced from another vehicle of the same manufacture, which was manufactured up to 5 years from the manufacture of the recipient vehicle i.e a 1940 engine could be fitted to a 1935 vehicle so long as it is keeping with the 1935 vehicle character.

The preceding points are a snapshot of the direction which Transport SA is heading with Historic Registration, whilst many issues have yet to be resolved, I believe that all parties will respond favourably to fair and reasonable suggestions. It is inevitable that some members will be disadvantaged given that the scheme is catering for such a diverse range of people and their vehicles, as the Deputy Registrar so succinctly put it; there is always the option of full Registration.

In closing this summary I can advise you that Transport SA is seriously pursuing a fixed cutoff date for eligibility to the Historic Registration Scheme, a reasonable guess would be the mid 1970s.

I fully expect that this topic will occupy the discussion agenda for some time to come. Our Club will be forwarding its views in due course and I welcome your input, but please be reasonable and patient as we work our way through these issues.

Chris Howes



PAST EVENTS

Return to Tonsley Cruise

On the morning of Saturday 22 February 2003 the Chrysler Car Club of SA hosted a tour of the former Chrysler Australia plants around Adelaide.

About 180 Chrysler vehicles - mainly Valiants, with a smattering of earlier models and two Hillman Imps - gathered at LeCornu's Furniture Centre ("the largest furniture store in the world"), Anzac Highway, Keswick. From 1913 the LeCornu site was the home of T.J. Richards & Sons (established in 1884), the plant occupying about 14 acres under one roof.

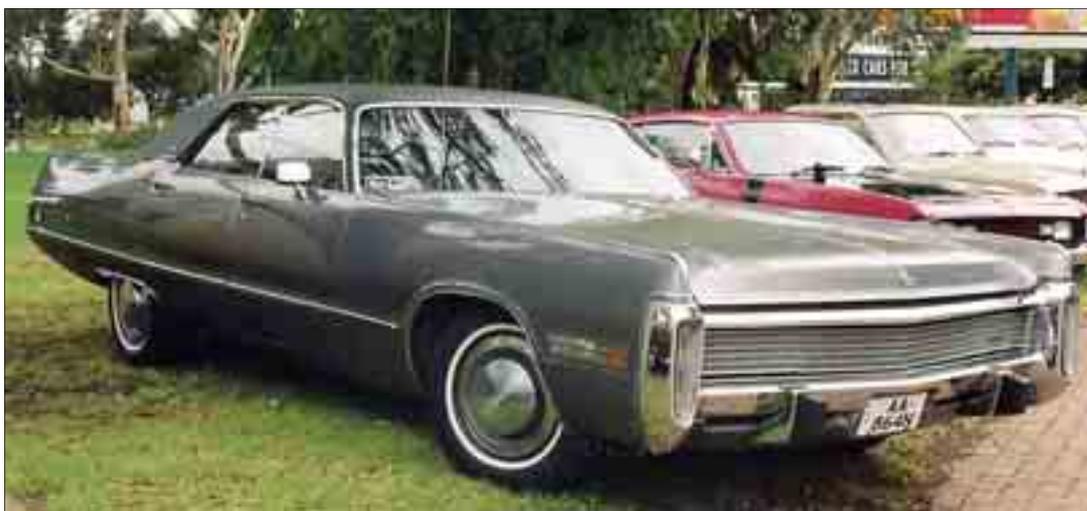
Initially a horse-drawn carriage builder, Richards had built their first car body as early as 1905 in previous premises at Hindmarsh Square, Adelaide, and their first Chrysler bodies appeared in 1928.

In 1941 the name was changed to Richards Industries Ltd - Motor Body Builders and Metal Stampings. In 1947 a commitment to Chrysler Corporation was made which resulted in a takeover by Chrysler-Dodge-DeSoto Distributors and the formation of Chrysler Australia Ltd in 1951.

Within six months Plymouth, Dodge and DeSoto

cars were flowing from the production lines, together with assembly of Morris, Standard, Nash and Studebaker cars and International Trucks, followed by Dodge and Fargo trucks. Australian Chrysler Royals were built at Keswick, and the trim and wiring looms for Valiants were fitted there.

The tour commenced at 10.30am, drivers follow-



ing their route instructions to the industrial area of Mile End, just west of Adelaide city. The 4.45 hectare Scotland Road, Mile End, plant housed Richards' second motor body operation, having been acquired close to railway yards in 1927. Bodies for Plymouths, Dodges, R and S Series Valiants were assembled at Mile End, as were Simca Arondes - a consequence of the French manufacturer having been bought from Ford in 1959.



Next stop was at Finsbury where a yellow and white building at the corner of Audley and Ninth Streets - which had been a Lincoln bomber aircraft assembly plant during World War II - was retained as a motor body factory from 1946. Fuse-

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PAST EVENTS

Return to Tonsley Cruise (ctd)

(Continued from page 9)

lages for pilotless Jindivik target drones and turbine blades for Canberra bomber jet engines were also made there until 1958. Dodge and Commer trucks continued to be assembled at Finsbury until the plant closed in the late 1970s.

Then followed a longer drive through North Adelaide and the city to the Adelaide Hills, descending again to take the Southern Expressway to Christie Road, Lonsdale, within sight of the 1,150,000 square feet Lonsdale engine plant - home of the "hemi".

Opened in 1967 to meet Commonwealth government local content requirements, Chrysler signage can still be discerned on the building's walls - even although it is today a Mitsubishi facility. By that year Chrysler had gained control of Rootes Group, acquiring its Port Melbourne plant, and was producing Hillman Minx, Gazelle and Imp cars, soon followed by the Hunter and (how many remember?) the Hustler - not to mention the Humber Super Snipe.

From Lonsdale the tour returned north on Main South Road towards Adelaide, terminating at Mitsubishi Motors' Tonsley Park factory car park in time for a sausage sizzle lunch. Purchased by Chrysler Australia in 1955, the 71 hectare site wasn't productively utilised until 1963 when it was expanded to include operations from Keswick, Mile End and Finsbury and to provide for the Valiant AP5. Streamlining future production was a prime objective.

Tonsley Park plant was extended ten years later at a cost of \$36 million to boost Valiant production to 200 per eight-hour shift in the most modern vehicle building plant in the southern hemisphere. That figure was soon lifted to 250 per shift, with 200 engines per shift being produced at Lonsdale. Chrysler's market share was predicted to rise from 10% to 15% by the end of 1974. Mitsubishi Lancers (a name borrowed, ironically, from Dodge) and Galants replaced Hillmans and were followed by Sigmas.

By 1980, as we all know, the operation was firmly in Mitsubishi's hands and the last Valiant CM was sold the following year. The Sigma was replaced by the Magna which, alas, already has outlasted the venerable Valiant. Nevertheless, furthering the irony, more recent world developments have seen the now German-American DaimlerChrysler corporation gain the upper hand over Japan's Mitsubishi.

In places other than Australia there is much interchangeability of mechanical parts, including engines, and that trend may one day return to Tonsley in future Magna replacements. Will they bear three diamond, tristar or pentastar badging, I wonder?

Henry Ford is reputed to have once said: "History is bunk". Sorry, Henry, but I - and others on the Chrysler tour - couldn't agree less: its lessons may be repetitive, but it is fascinating!

Bill Watson



All photos by Bill Watson. Previous pages:- 1952 Plymouth Cranbrook, 1958 Plymouth Fury and Chrysler Imerial (circa 1970). This page Hillman Imp (made 1963-1976) and 1939 Simca 8.

PAST EVENTS

Southern Ranges Black Powder Club

On Sunday 13th of April my friend Daniel and I attended a car run to the Black Powder Club at Noarlunga.

The day started with every one meeting at the Top of Taps. From there we headed towards the Rifle club via South Road. On arrival we all collected our meal tickets and a pair of ear plugs (which came in handy). We were then given a talk on safety and other aspects of using the rifles and shotguns.

The group of about 50 was then split in half, the first half went off to use the guns and you had a choice between using rifles and shotguns. The rifles were set up on stands in a shed facing out toward some targets. Behind the shed was a range where you could shoot clay pigeons with the shotguns. The second group had the opportunity to chat about their cars.

At about 1:00 pm it was announced that there

would be lunch. In a matter of seconds the range was empty, every one had flocked to the hall. For lunch the club served roast chicken, sausages and a range of other delicious foods.

After lunch there was a raffle and a variety of prizes were given out, I happened to win a bottle of port which I haven't enjoyed yet, I am sure it will be nice by the time I am 18 years old.

I really had a lot of fun shooting at the clay pigeons because I was surprised to see that I got a score of 6 hits out of 15 shots. I also brought home my target that I shot at.

The day was a complete success and Daniel and I really enjoyed ourselves.

Martin Woods



PAST EVENTS

Mercedes Benz W196R11

At our November meeting we were privileged to have former CRCASA member Graham Sharley show us and speak about his recreation of a Mercedes Benz W196R11 Grand Prix car of 1955.

The car was built up from an original factory racing engine that somehow found itself abandoned in an Adelaide wrecking yard!

Construction: Multi-tubular space frame

Bodywork: Aluminium and magnesium



Dry weight: 750 kg

Project duration: 6 years

Engine: M198 SOHC 3 litre straight six with dry sump and Bosch high pressure mechanical fuel injection producing 250 HP at 7,000 rpm.

Value: So much that it took two insurance companies to co-insure it!

Photos: Kevin Williams

Your Auto IQ

This test has been derived from some old material about US cars and carmakers which was passed on to me while co-editor of the Collector, probably by Norma Schopp. See how you go.

Tim Smeaton

- List 5 cars which were named after animals.
- What car had the name of a chirping insect?
- Name 3 cars with the names of famous universities
- Which car was known as "Old Porcupine" and why?
- Which make of steam automobile was designed by twin brothers?
- What make of car won the first Indianapolis 500-mile race?
- When was the first Model A Ford car built?
- Which car had the name of a New England poet and essayist?
- An Australian city, and an English statesman gave the name to which car?
- Which 2 cars were named after breeds of dog?

MEMBER'S CARS

The Story of REX-335

The story of REX-335 VC Valiant Safari — His part restoration and trip to Albury N.S.W. For The 11th Chryslers on the Murray 2003

I was created at Clovelly Park in the early part of 1967 and was sent out to Clark Motors where a family from Rostrevor purchased me. At first I was pride of the family, used for all special occasions and always kept in my room — “THE GARAGE.” A few years later I became the work horse for the family building business, carrying anything from nails, cans of paint, ladders, bags of cement, power tools to wheel barrows and towing trailers all over town.

In 1995 I was rushed to Southcott's for a heart transplant. Then one year later my owner retired and I was placed in my room to rest. “THE GARAGE.” Only to come out once in a while as the run about, because they had just brought home a new family member. Now the pride of the family a Falcon, Ha! Ha!

Wayne, my new owner, was interested in purchasing an old Valiant as he had an AP5 Regal sedan in his teens and later had an AP6 sedan fitted with an E38 six pack motor, so he knew we were good cars.

As his late Uncle Ron McNair was one of the founders of CRCASA he felt he should be apart of the club in his memory.

So he purchased a VC sedan, a cousin of mine, from Laura, on the 14th September 2001, but he really wanted a wagon like me. The next day he was checking out the Sunday Mail, and there I was — REX-335 for \$1,500 ono.

I was excited as Wayne was standing in my room

looking at me with interest. (I was a one owner). With only \$1,000 in his pocket, hope was fading fast .To his surprise and mine they accepted the offer.

I have now adopted the Bartlett's as my family. Even though my cousin VC sedan and myself where unknown to Wayne's wife Marianne, “THE FINANCIAL ADVISER”, as she was on holidays, but Wayne knew he could explain one car possibly without too much trouble, but two cars he didn't think so.

Luck would have it that a friend of Wayne's, a painter by hobby, wife was in need of a car. Come in VC sedan. (Take car, paint car.) OK he said.

So then a face-lift was being organised. At first he fixed my front panels and undercoated my front, I was then part grey & part white. Wayne's friend John has given me new features for my face-lift. Such as an original Chrysler roof rack, wind deflectors and lots more bits and pieces, an operation performed on my front seat which was re trimmed as a bench bucket and to my relief my back seat was in good condition, as good as new as my back seat was always in a sleeping position.

I was very basic when Wayne purchased me, but before long he had all the original type accessories available: Metal sun visor, wheel spats, chrome headlight stone guards, side venetians, carpet, heater, bonnet emblem, roof rack, wind deflectors, white wall tyres, full cover wheel trims, day/night mirror, and two exterior mirrors and some not so original accessories, CD player and gas.

I have had a donut tank fitted, but its not visible and the filler cap is hidden behind my back number plate. The only other operation to me is my transmission from manual to automatic. What a headache but it's sorted out now. Also they had my rear bumper re-chromed and my plastic dash and accessories re-chromed as well. Now I have had my complete face-lift, being the paint job and accessories re fitted. And I look great now.

I'm heading off now with the family to Albury for the 11th Chryslers on the Murray 2003.

Well it's Tuesday 25th March.



MEMBER'S CARS

The Story of REX-335 (ctd)

Ralf an S series Valiant who belongs to Richard and Liz has arrived. So off we go together. With our first major stop over being at Swan Hill for 3 nights.

This is a great place to visit — everyone is so friendly. On Wednesday we went to the Pioneer Settlement. We spent the whole day there. The family went for a ride in an old Dodge brother's car, 1926 untouched, around the settlement. Later they went on the Pyap, the paddle steamer, on the Murray. The water was very low.

That night they went back to the settlement for a light and sound show. They drove around on a weird looking platform full of seats and driven from the rear. (In the dark mind you.) We can recommend a trip to the Pioneer Settlement.

We headed off on Friday morning to Albury. To Ralf and my disgust our owner stopped to check out the National Holden Museum at Echuca.

We arrived at Albury at around 2.30 pm. I was unloaded and rested in the Motel car park Wayne went to the Australia Motel, which is renamed Motel Chrysler for the weekend, to register and pick up his goodie bag.

Saturday we went on two runs. On leaving at 10.00 am to Yackandandah and Beechworth where Ned Kelly was tried and jailed. This run was around 110 kms round trip with Chryslers of all types as far as the eye could see. Good shopping for the ladies who are not car minded.

There were not enough pre-'60s cars and the

organisers would love to see them join in next year. There was around five 1920-1940s cars in the show and our club have some very nice cars that would love to go I'm sure if their owners would let them.

The other run was to the Ettamogah Pub at 2.30 pm. The huge car park was full ,what a sight, to see so many Valiants, Dodges, Plymouths and some oldies all in one spot. After a look around we headed back to the Motel for a break and a cuppa. Then the family walked down to the Hovell Tree Reserve where the show and shine was to be held the next day, for a roast tea which is included in the entry fee.

Saturday and Sunday has a small swap meet with stuff from a small clip to whole cars. For instance a very nice easy to restore V8 Chrysler Royal S/ wagon for \$5,000 — but our money didn't stretch that far — sorry.

Also there was a rock and roll dance included in the entry fee if you wanted to go. Well its Sunday and all my friend's owners are up bright and early to wash and polish us for the day. It was time to drive down and line up to get on the reserve. Once again the road was full of Chrysler products; also all weekend there has been a Prowler and a Viper on display and joining in the runs.

OK. The Gang from our club was on the reserve, 2 S series Val's and myself. Time for them to have a good look around now — they all got voting slips to pick our top 10.

After checking out all the cars on the reserve they had a break and checked out Albury, as it is an all day affair. Marianne didn't go with us in the morning she headed for the big (huge) market place. She came down at 1.00 pm. Around 2.30 pm the top 10 were announced and very nice cars they were too. OK they had other prizes donated by companies. A couple of "oldies" won a prize. And low and behold I heard REX-335 entrant 35 winner of the nicest daily driven car. I was proud as punch and so was my owner to win something first time out representing his club. And I

(Continued on page 15)



MEMBER'S CARS

The Story of REX-335 (ctd)

(Continued from page 14)

would like to thank John Moore and his son Simon for the great paint job done.

Well the weekend is over and we are all heading off in opposite directions.

All I can say is Wayne and Marianne and myself, REX, have had a great week and a half away, looking forward to other club cars joining me next year but you must tell your owners to get in early for the accommodation.

I hope you enjoyed my story and you weren't bored.

Happy motoring

Signing off now



**REX 335
and the Bartletts**

PS. We travelled about 2,216 kms on our trip and didn't miss a beat.

Photos Wayne Bartlett

The Dodge Brothers First Car

David and Melva Schumacher took this photo at the 100 Years of Ford display at Immanuel College on Sunday 9th March. They wrote me a story about this 100 year old Ford Model A and gave me vehicle specifications. I thought to myself: "How do I appropriately use the F word in a Chrysler magazine?"

Knowing that Dodge Brothers had made parts for later Fords, I wondered how far back their association with Ford had gone, and if it did go back this far, whether I could quickly find evidence of it. I did a "Google" search on "Dodge Brothers Ford" and the following text is from the highest ranked page that resulted.

Richard Tapp

"By the time Henry Ford approached the brothers in 1902, they were one of the largest automotive concerns in Detroit. Since the Ford Motor Company had very little capital, the Dodge Brothers became major stockholders when they bought equipment to produce the first 650 Model A Fords in 1903. An early Ford car was assembled in the Ford factory from a complete chassis made by

the Dodge Brothers plus wheels and a body from other subcontractors. Ford designed it but it was the skill of the Dodge Brothers that made it work. And work it did! The Ford Motor Company sold millions of cars during the next ten years and the Dodges became rich."

From <http://home.earthlink.net/~pearsond/brothers.htm>
Copyright Dennis Pearson



OUR POET LAUREATE

Age Creeps Up

It creeps up on you slowly, this aspect of your life
 As each year adds another, with its usual bit of strife
 And though you do your darndest to keep old age at bay,
 Old Father Time has records which he adds to day by day.

With each new day more cells will die, another function fails
 Your sight is getting fuzzy, the wind's gone out your sails
 Arthritic change in cartilage, in shoulder or in knee
 Has frozen up a joint or two, the movements aren't so free.

The kidneys also sink a bit, the filter's getting blocked
 If you saw inside your arteries I'm sure you'd all be shocked
 And then your stomach's playing up, antacids by the score
 A curry gives you reflux, makes your throat a trifle sore.

What do these abstract musings have to do with restoration
 Of vintage cars and classics which you view with adoration?
 Well in the lines below I hope you'll find out what I mean
 When I say that age affects the rate of every job there's been.

Remember when you did up nuts, a Sidchrome in your hands
 The muscles on your brawny arms stood out like iron bands
 And very tight meant bloody tight, it could not come adrift
 No matter where the heck you went, nor heavy loads to shift.

But now when you're confronted with a nut which won't undo
 You're forced to be more subtle, use another trick or two
 It's RP7, oxy torch, a hammer close to hand
 To supplement the muscles which have vanished in the sand.

Now what about an oil change, the chassis needed grease,
 You'd slip beneath the car, and place the jack with supple ease,
 But now you need a blanket, and it takes a little trouble
 To get your body into place, to try to bend it double.

And as you try to find the plug to drain the dirty sump
 You find you just can't focus, can't see past the oil pump
 You turn your head to help your cause, some dirt flicks in your ear
 And as you twist a split pin gives your cheek a bloody tear.



OUR POET LAUREATE

Age Creeps Up (ctd.)

As now you're trapped flat on your back, you find that you forgot
To bring the proper socket down, your temper's getting short
And so you swear a mighty oath, your patience starts to crumble,
And as you stiffly find your feet, you hit the crank and stumble.

So now you've got a bloody shin, and a very painful cheek
You try to clean your ear out as the socket wrench you seek,
And you think you need your glasses, but you left them in the house
So you shout towards the kitchen, to your ever-loving spouse.

Now you're getting really grumpy, but put your shoulder to the wheel
You climb beneath the car again, put spanner on to steel
And drain the sump successfully, but alas there is some more
The oil has overflowed the pan, and run across the floor.

By the time you clean up all the mess, fill up with nice clean oil
Tidy up the tools with rags, remove the grease and soil
You're ready for a shower, and it's taken half a day
To do a simple oil change, a minor job you'd say.

And so it was when you were young, your joints were nice and limber
But now you're slow in wind and limb, there are termites in your timber,
So I'll conclude with just a word, remember all you guys
Get on with that restoration, you know how Time just flies.

Tim Smeaton

December 2002

Written at work during a particularly boring meeting



MOTORING HISTORY

Winning the War with Chrysler Power

MOTOR CITY MUSINGS

Winning the War with Chrysler Power

From Edmunds.com



<http://www.edmunds.com>

Ever since the new Chrysler Museum in Auburn Hills, Mich., opened to the public in October of 1999, history buffs visiting the corporate shrine may have walked away wondering why none of the displays had featured Chrysler's most notable contribution to the war effort -- tanks. Indeed, we even made mention of that fact in a previous *Motor City Musings* column about American Motors' role in the company culture ("Deutschland Uber Alles -- The Irony of Jeep at DaimlerChrysler")

But two of the biggest reasons for the omission have recently been revealed and the problem has now been rectified. As we surmised, it had nothing to do with the company's German leadership wishing to avoid being reminded of the role that Chrysler-built U.S. Army tanks played in the Allied defeat of Germany. Rather, it was a classic case of supply and demand.

Although we figured it'd be a good idea for them to just go out and find a WWII-vintage Sherman tank to put on display, what museum officials had in mind to join the Jeep in their war-era diorama was an engine. Two of them, to be precise. You see, Chrysler's ability to land military contracts during the Second World War was based on its ability to design and build engines - one for tanks and another for fighter planes. By having the museum display concentrate on the motors, Chrysler's engineering expertise could be highlighted - and in both cases with passenger-car marketing implications.

Let us explain. Most war veterans right on down through Vietnam know that the old Chrysler Corporation was this nation's most prolific military tank supplier. Chrysler's huge tank factory in Warren, Mich., had long been heralded as part of America's "Arsenal of Democracy" ever since it helped to turn the tide on the Axis forces during World War II. But the company got out of the defense contract business a while back when it had to divest itself of non-core businesses in order to survive. Today, the once-proud Warren Tank Command facility in suburban Detroit remains shuttered.

But the story behind Chrysler's tank and aircraft engine expertise will live on, thanks to the efforts of

the Walter P. Chrysler Museum, the Department of Defense, the Bureau of Alcohol, Tobacco and Firearms and the Smithsonian. That's because it took a concerted effort from those four groups to help locate, acquire and restore one example each of a WWII Chrysler tank engine and a Chrysler aircraft engine for the company's museum. Chrysler produced thousands of its Multibank tank engines at the Jefferson Avenue Assembly plant in Detroit between 1942 and 1943, and installed them in some 7,500 Sherman M4A3 tanks built at its Tank Arsenal in nearby Warren. But only 50 Sherman tanks remained in the United States after the war, and only a small percentage of those even exist today - the vast majority on outdoor display with the engine removed.

After 18 months of searching the globe following leads, museum officials finally tracked down one of the Multibank tank engines in Argentina and began negotiating to bring the engine home for restoration and display. Chrysler's aircraft engine is even rarer, for it was part of an experimental project commissioned by the government that was canceled before going into production because the war had ended. Only three of the prototype engines exist today - and they are in the Smithsonian Institute, the New England Air Museum, and now at Chrysler's museum.

But what of those passenger-car implications we spoke of earlier? Well, that's the interesting part. It turns out that the Sherman tank was designed to be powered by a Curtiss-Wright nine-cylinder radial engine. But because that engine was also used to power aircraft being built in record numbers, there simply weren't enough to go around. So the government turned to the auto industry for help.

General Motors came up with a plan to place two supercharged diesel engines side-by-side, but the idea was a long way from being production ready. Chrysler figured it would take at least two years to design and build a completely new powerplant and get it into production, so its solution was to come up with something out of its existing parts bin.

With war's necessity becoming the mother of invention, Chrysler's tank engine combined not two, not three, but five Chrysler Windsor six-cylinder, passenger-car engines on a single gear casing. It displaced 1,253 cubic inches, weighed nearly four tons and delivered 445 horsepower. Better still, most all of the components were readily available.

The 30-cylinder engine placed its No. 1 engine in a

MOTORING HISTORY

Winning the War with Chrysler Power (ctd.)

normal vertical position, Nos. 2 and 5 at a 45-degree angle on either side of the vertical block and Nos. 3 and 4 at slightly less than a 90-degree angle below vertical. They called it a "Multibank" engine, while the military officially called it the A-57. But to the soldiers who drove and maintained the five-block beast, it was known as the "Egg-beater" or "Porcupine" motor, and even the "Dionne Quintuplets" after the then-famous five little ladies born in Canada in 1934.

The five engines were geared together and operated as a single unit. This was done by bolting a gear to the "clutch" end of each of the five crankshafts. These five gears then meshed with and drove a center power unit "driven gear" which, in turn, propelled the tank. Each engine had its own carburetor, coil and distributor, and later moved from five to a single water pump. Having only one fuel pump, generator and starter was sufficient.

The Chrysler-built Multibank-powered U.S. Army tanks helped rout Germany's Rommel in Africa and led the charge in Burma where Sherman tanks covered 820 miles in just 20 days. General George S. Patton Jr. extolled the Sherman's virtues when he wrote: "In mechanical endurance and ease of maintenance, our tanks are infinitely superior to any other." And it couldn't hurt auto sales to know that the war was being won using Chrysler car engines.

Even the aircraft engine would later leave its mark on Chrysler passenger cars. Chrysler had developed the large XI-2220 reciprocating piston engine in 1941 for use in fighter planes. The water-cooled, 2,500-horsepower inverted V16 powerplant was essentially two, narrow-angle V8s mated nose-to-nose. Engineers solved the problem of vibration from coupling so many cylinders to a single, long crankshaft by placing the reduction gears to drive the propeller in the middle of the engine rather than at the front or back.

The XI-2220 was flight-tested in a couple of X-P-47 fighters in 1945, but the war ended before production could begin so the project was cancelled, sending most of the engineers back to designing car engines. But the XI-2220 has a special place in Chrysler history because it was the company's first "Hemi" - it was designed with a hemispherical combustion chamber that had the spark plug in the center for more-even burning of the fuel-air mixture. As we all know, this design was applied to large V8 car engines in the 1950s and later spawned the famous racing and muscle cars of the 1960s and '70s.

It's now plain to see why officials at the Walter P. Chrysler Museum wanted to have these two war-effort engines take their rightful place on display among the company's most historically significant artifacts. Not only does it lend engineering credibility to Chrysler's passenger-car reputation, but it serves as a testament to the power of good-ol' Yankee ingenuity ... or should we say "engine-nuity?"

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Chrysler's tank engine, combined five Chrysler six-cylinder, passenger-car engines on a single gear casing. It displaced 1,253 cubic inches, and put out 445 horsepower.

The 30-cylinder engine placed its No. 1 engine in a normal vertical position, Nos. 2 and 5 at a 45-degree angle on either side of the vertical block and Nos. 3 and 4 at slightly less than a 90-degree angle below vertical. Chrysler called it a "Multibank" engine, while the military officially called it the A-57.

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These five gears then meshed with and drove a center power unit "driven gear" which, in turn, propelled the tank. Each engine had its own carburetor, coil and distributor, and later moved from five to a single water pump.

Only one fuel pump, generator and starter was required.

MEMBERS CARS

1956 Plymouth Ute

These pictures show Danny Buxallen's nearly completed 1956 Plymouth utility. What you won't see in printed version of the magazine is the colour, which is the brightest of bright yellows.

Photo Danny Buxallen



Your Auto IQ — Answers

- | | |
|--|-------------------------|
| 1. Badger, Panther, Buffalo, Colt, Lion. | 5. Stanley Steamer |
| 2. Cricket | 6. Marmon |
| 3. Harvard, Columbia, Oxford | 7. 1903 |
| 4. Air-cooled Knox – it had hundred of small projections from the cylinder casing to radiate heat. | 8. Emerson |
| | 9. Melbourne |
| | 10. Greyhound & whippet |

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**

MUSCLEY MOPARS

Things you don't see every day

A tray top Valiant. Sadly Chrysler Australia did not build this vehicle, beating both Holden and Falcon to the draw in introducing this vehicle type.

This is the handiwork of Gordon Dutschke, a friend of the Schopps.



De Soto Diplomat "Bash" survivor, parked out in the weather at Woodstock Winery, McLaren Flat.

You'd think that if the old girl got them home, they would at least give her a roof for the night ...

Mopar powering more than Chryslers

Hi from rainy Oregon..... I stumbled on your club site today and had a great time reading through the pages, and especially liked the online "Chrysler Collector": great pictures and nice articles, including fantastic ideas like the focus on period costumes, and the space you devote to nut-and-bolt restorations.

It's also nice to see that you are so welcoming to all the acquisitions of Chrysler Corp, from Jeep through Essex. The thought occurred to me that one small step might even further broaden your appeal: inviting owners of the European Mopar V8-powered marques under your umbrella.

Of course I mean Jensen, Bristol and Facel Vega. There are quite a few of these worldwide, as you know, but no large groups anywhere, and that's especially true of the Bristols and Facels. I own a 1965 Bristol 408 complete with its original Canadian Plymouth 313 ci wide block and

pushbutton Torqueflite, and I certainly feel out on my own a little, especially with technical stuff relative to the Mopar drive train.

Owning and working on this car has awakened an appreciation of Chrysler's engineering in me (I was a GM and Ford guy before that) and it's only a matter of time before I get a Forward Look era car, I'm sure (I'm especially fond of the '56 cars). It might also just be a matter of a divorce, but we have to keep these things in perspective.... how can you even compare 24 years of marriage to the possibility of owning one more really neat car, after all?

Anyway, thanks for your time, and congratulations to your group for their enthusiasm and the excellent work you're all doing.

Bob Oswald, Lebanon, Oregon, USA.
punch@proaxis.com

MARKET PLACE

NOTICE

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

FOR SALE

1923 Dodge Brothers Book of Information \$30 Brian Miles 8327 1993

1924 Ford T buckboard, in pieces, rolling chassis, all bodywork needs attention, woodwork and assembly. Needs 1 rear mudguard. Good radiator, original Richards buckboard body with tailgate. Engine bearings and valves adjusted, Bosch DU4 magneto fitted. Gearbox adjusted with new bands, back axle and differential adjusted. Front axle has new king pins and spring shackles. Generator and starter cleaned, adjusted and working. \$3000 ono Graham McRae 8255 2237

1926 Dodge 4 parts. Large range. Ken Dart 8277 6115

Steel roadster body suit Dodge 4, believed to be Budd. In very good order (see pic) Bob Fox 03 5025 7358 (Cardross)



1929 De Soto six instruction book \$20 Brian Miles 8327 1993

1929 Chrysler tub and half roof, rear door, good solid wooden wheels, needs restoring, have original papers, last registered 1986 CP509NH Jack Hender 03 5025 7474

Water distribution tubes for 1934-1960 Chrysler, Dodge, Plymouth, De Soto 6 cylinder engines. Roy Schopp 8862 1854

1936 Chrysler C7 sedans (three) in various stages of dismantling and in need of repair. Enough good bits to make one complete car. Further details from Greg Newley, Trevor Beythien or Chris Howes. John Scrivener 8541 3484 (Waikerie)



1938 Dodge parts: 1 pair of headlight glasses, brand new \$100 inc rims and body cases. 1 grill, two sides and centre bar \$50. 1 6V Bosch coil, 3 days use only (wrong diagnosis) \$20. Original 1938 colour catalogue showing D8 and D9 models in blue and brown, accessories available plus specifications etc—value at \$65. 1938 Dodge car parts book \$25. Ron Turner 8382 3982.

1946 Dodge/Plymouth gearbox. Graham Bailey 8264 2261

AP1, AP2 and AP3 Chrysler Royals suitable for parts. Also 1950s manual transmission with electric overdrive to suit Plymouth or Dodge. Henry Behn 8848 4292 (Saddleworth)

1952 Dodge Kingsway—wrecking. Most parts available, cheap. David Stones 8532 1761

AP2 Wayfarer pant, headlight surrounds, rear axles, rear brake drums, rear ute springs, \$120 the lot. Steve Tyler 8261 7971

1962 S series Valiant, rolling body, rust free, no dents, \$900.. Geoff Chase 8276 5758

VF ute with vg front and running gear 245 auto has mag wheels new tarp ,will reg for 3 months when sold \$1500.00 ono. contact John or Sue on 82815269 after 5.30 pm week days.

VG valiant 2 door 245 hemi, needs restoration, body straight. Make an offer — 8357 4061

Tasman mags complete with nuts and caps to suit VF-VG Valiant. \$200 Erik Jensen

1971 VG hardtop shortened nine inch diff minus the centre and a set of late model ventilated Chrysler discs and callipers to swap or sell. Also 245 long motor with accessories and auto transmission, running and in good condition. Julian James 8277 0634

VH Charger R/T and Pacer instrument dashes, fully restored. Karl Jensen 0417 891 780

CH Chrysler by Chrysler complete front clip and rear clip. \$250-\$300. Also trans and converter. \$700 Phil 0419 801 744

CJ Chrysler by Chrysler, body rusted but some good panels suitable for parts. New drive train done only 6,000 km. Price negotiable. Also 271 LSD (Chrysler) plus spare drums, \$150. Russell 8248 3778

1979 CM Valiant Regal, vinyl roof, 193,000 km, SZO-498, second owner, good condition. \$3,000 ono. Refer Alan Driver 8298 1194

Chrysler bunting \$11 per metre. Karl Jensen 0417 891 780

1980 Honda Civic auto station wagon. 3 mth reg, good tyres, \$750 firm. J Butler 8252 7318 (Hillbank)

1983 JB Camira 4 speed, 7 mth reg, head problems, straight, good tyres, good general condition, \$600 also 1/2 tonne 6x3 trailer \$100 ono Phil Bakker 8268 2586

Blacksmith's forge, approximately 1 metre square with electrically driven blower. Not in pristine condition, some tools included, \$150. 2 foot guillotine, very rough, needs attention \$60. Floor drill, very old, 3 phase with back gear and automatic feed. Stands approx 6 ft high, table about 2 ft diameter and has rack feed. Can be dismantled for removal, will assist purchaser, \$175. Ronaldson-Tippet parts: 2 blocks, assorted cranks and pistons, cover plates, cylinder heads, governor parts, make an offer. Lister Junior engines: 2 complete, 1 hopper cooled, 1 for cooling tank, complete with magnetos, 1 was running some time ago, \$400 the pair. Graham McRae 8255 2237

WANTED

1922 Jewitt owners manual or hand book. Also 2 x 23" tyres and tubes for "rollers". Les Johnson 8398 2311

Information on 1933-35 Australian bodies Dodge or Plymouth tourers, particularly KC Dodge tourers. Graham Bailey 8264 2261

1934 De Soto Airflow mudguards (all 4) and inner front door window reveals. Guards off sedan may be the same. Will travel to pick up. Don't mind if have to be altered to suit. Chris Henry (03) 5197 7466 (Traralgon)

1952 Plymouth 6V windscreen wiper motor inc gearbox. Jamie Butler 8252 7318

1956 Dodge Kingsway hub caps. Ken Dart 8277 6115

Diff, drum to drum, to suit AP5. Brian 8327 1993

Working H/D alternator to suit slant 6. Brian 8327 1993

Hillman Hustler, any condition, Adam Lochhead 8265 2625

1971 VG hardtop Valiant two or four door to wreck. Also standard diff drum to drum and front brakes either drum or disc and wheels to suit and a 2 door driver's window glass. Julian James 8277 0634

1971 Dodge Challenger parts, particularly 392—426 Hemi in running condition, grill and bumper. Jim 0418 160 817

1975 VJ Valiant amber turn indicators lenses. Mike Whittle 8258 6726

XL badges or 215 running Chris 0400 640 054

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