



THE CHRYSLER COLLECTOR



Number 148

September / October 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 at:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 31 October 2003. Corrections/amendments until Sunday 2 November 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

10 September 2003

Natter night or keeping peace in Timor

17 September 2003

Committee meeting

8 October 2003

Vili Milisits — All about Vili

15 October 2003

Committee meeting

12 November 2003

Old Chrysler training films (Lochheed Bros.)

10 December 2003

Christmas Meeting

CLUB RUNS / EVENTS

12-14 September 2003

Camp out Burra—Brenton Hamilton

12 October 2003 (Note date correction!)

War museum—Keswick Army Barracks
—Dave Aylett (Note venue change!)

25 October 2003

Presentation Dinner

2 November 2002

CCC run—our November event

7 December 2003

Christmas Picnic with Father Christmas

INVITATION/OTHER CLUBS' EVENTS

13-14 September 2003

Mallala Masters 50th Anniversary

14 September 2003

BSA static display, Sunnybrae Farm, Regency Pk

28 September 2003

SA Water Birdwood Classic

28 September 2003

Rally at the Fort—Fort Glanville

28 September 2003

American Car Nationals – Queanbeyan NSW

4-6 October 2003

Northern Auto Restoration Club Clare 13th Biennial Rally

5 October 2003

Queensland Chrysler Expo

12 October 2003

Southern Agricultural Soc Show—Pt Elliot

7 November 2003

SCCSA Climb to the Eagle

9 November 2003

HMVC Fleurieu Peninsula Show & Shine Day

McLaren Flat oval

23-26 January 2004

Mt Gambier V&V Club's 46th Anniversary Tour

12-13 March 2004

Chryslers on the Murray—Albury. Contact Wayne Bartlett about going as a group. 8285 8072

21 March 2004

AAA Club 20th Birthday Rally—Angaston Oval

7-12 April 2004

Broken Hill V&V Car Club—Bushman's Rally

15-17 May 2004

PADARC 20th Anniversary Rally

17-21 May 2004

Dodge 4 National Rally—Toowoomba Qld

26 September to 2 October 2004

10th National Chrysler Rally Geelong Victoria. See Lorraine Beythien for forms.

September 2005

Veteran National Hub Tour, Darling Downs Qld

SWAP MEETS

14 September 2003

Gawler

19 October 2003

Strathalbyn

15-16 November 2003

Bendigo

22 February 2004

Ballarat

Welcome to New Members

Paul Kammerman Meadows	1935 Chrysler Airstream	Vern & Will Reid East Fremantle	1946 Dodge ute
Goran Yakas Murray Bridge	1963 Chrysler Royal 1970 Valiant	Willem & Judith Corbett Aberfoyle Park	1937 Chrysler Royal
Kelvin & Shirley Hesse Ingle Farm	1966 Valiant Ute	Elio Cazzoli West Perth	1939 Fargo truck
Allan Trenorden Hackham	1938 Dodge		

Cover Photo

Alan Toull's painting of Greg Newley's 1936 Chrysler C8. [Photo Alan Toull]

COMING EVENTS

Burra Campout

12-14 September 2003

For members travelling to Burra as a group on Friday 12th, meet at Carisbrooke Reserve, Main North Road, Salisbury Park at 9:45 am for a 10:15 departure. (I anticipate a good, fine weekend.)

The Burra Caravan Park has 24 sites booked in

the club's name and at Paxton Cottages we have 19 cottages booked.

Would members, especially those driving a utility, please bring some wood or small logs for our bonfire on Saturday night.

Brenton Hamilton
8387 0419.

Museum Run, Keswick Army Barracks

Sunday, 12 October 2003

Note that the visit to the Old Adelaide Gaol has been cancelled for a later date. Alternative arrangements have been made to visit the war museum, Keswick Army Barracks.

Meet at the club rooms, 10:30 am for a 11:00 am start. We will be having a short easy tour ending

in the Glenelg area for a lunch stop. BYO lunch, chairs etc or visit one of the many bakeries in the area.

We will then continue on to the Keswick Barracks, arriving at approx 1:30 pm. A donation of \$2 will be appreciated.

Dave and Gay Aylett

Annual Dinner

Saturday, 25 October 2003

The Plympton Football Club, Park Terrace Plympton park has been booked for this years Presentation Dinner. Cost of a three course meal will be \$14.00 head. The meal includes soup, main course of beef, pork, turkey and chicken with choice of salads, followed by sweets and tea & coffee. Drinks sold at bar prices. There is good secure parking for cars.

People who would like to dress in the period of their car, or for those who would just like to wear a hat (strange or otherwise) there will be observing judges (no parades) who will award prizes. The traditional free raffle, presentation of awards will be held and other entertaining activities. Please fill in the enclosed form so that we know how many are coming.

Ken Barnes

2003 CCC Run

Sunday 2 November 2003

Hosted by the Mercedes Benz Club of SA Inc.

As we are all members of the Combined Car Clubs and only have the opportunity to get together every two years, lets make this event one to remember, with as many members as possible attending.

Meeting at Price Memorial Oval, Hawthorn Crescent, Hawthorn, off Angus Road, from 9.30 am for assembly and morning tea (BYO) before heading off on the CCC run for 2003 at 11 am (start point to be confirmed)

The run will take a 2 hour journey through the Adelaide Hills, finishing up at Faxfield Oval, Maryvale Road, Athelstone at approximately 1 pm for lunch. (BYO lunch. (BUT NO BBQ's) (also BYO cream if you like strawberries – as there is the opportunity to purchase them *en-route*).

Please let me know if you would like to attend, so we can give you a run sheet. (List at next meeting).

Trevor Beythien
8449 8905

FROM THE COMMITTEE

President's Message

Welcome to our magazine once again; it seems no time at all since I last sat here pecking at the keys to come up with some inspirational words.

We are rapidly approaching the business end of the year, where it is necessary to put your thinking cap on, so as to honour that special person as Club Member of the year. Don't shirk the issue as it means a lot for that individual who has worked hard for the club to receive appropriate recognition; elsewhere in the magazine you will find a voting form along with the details of our Presentation Dinner.

The Burra campout is just around the corner and I know Brenton has a large number of entrants. If you have never been to one of our campouts, I highly recommend that you try it out, the journey is about an hour and half and there is a good selection of affordable accommodation venues. I can't remember ever coming home not having enjoyed myself. The tales which follow can always testify to the fact that we are a great bunch of socialisers.

Those of you at the last meeting would have seen that entry forms for next years National Rally are out. In September of 2004 the Victorian club are hosting the event at Geelong. While it may seem a long way off, consider that it will be School holidays and accommodation will be at a premium, so if you are keen to go see Lorraine Beythien at the next meeting for an entry form.

At our next committee meeting the subject of Membership fees will be discussed. Whilst I cannot pre-empt the outcome it would be fair to say that a modest increase is likely. Our aim with fees has always been to cover our basic costs such as rent, insurance, magazine printing and postage etc. Our Treasurer keeps a sharp eye on the running costs of the club and made mention earlier in the year that we were just covering these costs, I cant remember when we last had an increase, so if it comes to pass I think we have fared pretty well to date.

Happy and Safe Motoring

Chris Howes

Secretary's Jottings

I continue to be amazed at the goodly number of members who attend the monthly meetings, now regularly overflowing the CCC clubrooms. However, when you look at latest figures in the Federation list of car clubs it is not surprising. The Chrysler Restorers Club SA Inc is now one of the largest of the car clubs in SA.

It is also of note to see the increasing number of restored Valiants (particularly the S series). This most certainly guarantees the Clubs existence well into the future, for both the cars and members. The recent acquisition of Club storage space for memorabilia is also indicative of the Club's growth. Dave Crichton, and President Chris Howes to be applauded for their work and research in setting this up. Great stuff.

As the year draws to a close, we now have the Annual Dinner upon us, plus a well attended camp out coming up at Burra.

Keep up the good work on the vehicles— cheers for now.

It is on a sad note that a number of club members passed away since the last magazine. One of those members was Murray Bryant, who served the club for many years in a number of Committee positions, and also worked on many member's vehicles.

What a great run to the Lonsdale vintage vehicle parts establishment, particularly Jim McLachlan carefully sorting through seemingly dozens of tie rod ends for his De Soto Sedan. Dick Hart had the solution, "Get a bigger one and attack it with the angle grinder, she'll be right mate!" Famous last words from the Master! I left early, but no doubt the rest of the day went well. Thanks go to Gaye and Dave Aylett, who have become busy Club Run organisers of late.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Judy Hart, Brenton Hamilton, Dave & Gaye Aylett, Trevor and Lorraine Beythien, Malcolm Du Bois, Brian Roberts, Jim McLachlan and Kerry Pinkerton. Our thanks to last issue's magazine despatch team. Once again I was not there but I think it was Cathy Woods,

Judy Hart, Chris Howes and Allan Martin.

WEBSITE

There have now been 5,079 visits to our web site (598 since last issue) and 1,117 visits to the magazine download page (209 since last issue).

Richard Tapp

CLUB NOTES

Murray Bryant

VALE

It is with great sadness that we have to announce the recent passing of long time member Murray Bryant.

Whilst we have been aware that Murray has been ill for some time, the loss of a close and well respected associate is always difficult to accept; he had been a key member in our club for a considerable period.

Murray joined in 1987 and from the outset was very enthusiastic in the running of the club. As an ex Chrysler employee he had a very good insight in the manufacturing process of the vehicles which many of us now drive and was always willing to share his experience.

As a keen traveller in his retirement you could always rely on Murray to be the first to set up on any of our escapades and to keep you entertained around the campfire.

We will miss his presence among us and share our sorrow with Merle and family members.

Chris Howes

MEMORIES OF MURRAY

The Chrysler Restorers Club lost a very dear and valuable member recently with the death of Murray Bryant. He was a stalwart of the Club, always ready to put up his hand to help with whatever needed doing. He was on the Committee for a long time, and then was our representative on the Glandore Management Committee. (Richard, I am not sure if this is accurate, it could have been the Triple C. Can



you correct) He and Merle very seldom missed a run or a function. I can still see this long, lanky person wandering around with a stubby in his hand, talking and arguing with everybody who wanted to spend the time. He was quite clever with his hands and helped a lot of fellow members out with their car restorations and engine rebuilds.

Murray loved fishing and if we ever had a trip somewhere near water he was always first there and last to leave, indulging his favourite past-time. In fact we used to joke that Murray always took off on our trip~ anywhere a day

early so that he could get the best camping spot! He also loved his golf

There was one particular incident on our trip to Darwin which Murray never managed to live down. He had driven in to have a look at the Devil's Marbles. He was so busy looking he ran right over the top of one of the barbecues provided for tourists! It was only a few inches above the ground, I must admit, but it caused him, and Ross, a fair bit of trouble. And of course, we never let him forget it!

He could get a bit stropopy if he thought he was being missed out, or not treated quite fairly, and was not frightened to let people know. Dear Merle was a very calming influence.

At the end of his life, he fought hard against his cancer with determination and his characteristic never-say-die attitude. He is sadly missed by us all.

Judy Hart

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 September 2003.

FUTURE EVENTS

National Chrysler Rally



10th NATIONAL CHRYSLER RALLY GEELONG

Come and join other Chrysler Enthusiasts in Geelong for the 10th National Chrysler Rally to be held from 26th September to 2nd October 2004. Entry Forms are now available by contacting Lorraine Beythien on phone 8449 8905 or at the next General Meeting. Closing Date for entries is 1st March 2004.

A range of accommodation is available through the Rally Committee including tent sites, 4 ½ star cabins, 4 star apartments and 4 star motel rooms. When selecting your style of accommodation please remember that preference is give to those who have their entry forms in first.. (1st in best dressed.) For this reason it is best to get your Entry Form in as soon as possible.

Geelong is Victoria's second largest city, has a population of more than 210,000 people. It has easy access for those travelling from the North or the West, Melbourne's Metropolitan Ring Road (No Toll) links the Hume Highway and the Western Highway with the Princess Freeway to Geelong. For those coming in from the East the Monash Freeway leads directly on to the West Gate Bridge which also joins the Princess Freeway. A section of the Monash Freeway is tolled, you will need to ring Citylink on phone 13 26 29 for a Day Pass for the toll if you do not have an 'E Tag'.

Our activities for the week include tours to many of Geelong's interesting surrounds including Queenscliff on the Bellarine Peninsula, the You Yangs where we find Australia's first theme park, the Fairy Park at Anakie. We take in Winchelsea and Colac Lakes District and finally Ocean Grove including some of our popular surf resorts.

We propose to hold the Display Day at the historic Werribee Park Mansion where you will be able to take in the mansion and grounds, visit the nearby rose garden and free range zoo or take home a selection of wines from the Shadowfax Winery. More details will be found on the Information and Entry Form.

A great range of entertainment is being organised for the evenings which will be held at the White Eagle House, Polish Community Club located in the suburb of Breakwater. The Club has great bars and Bistro, all at reasonable price and the Pokies. Our organised family entertainment will be held on Monday, Tuesday Thursday and Friday nights, all inclusive of your rally entry fee and our Presentation Night will be held at the Skilled Stadium, Geelong Football Club.

On behalf of the Committee of the 10th Chrysler National Rally, I invite you, the members of the Chrysler Restorers Club, to join us for a fantastic week in Geelong.

Jeff Brumhead.
124 Cathies Lane
Wantirna South 3152
phone Jeff 03 9435 6220
phone Mavis 03 9801 3185

PAST EVENTS

Pub Lunch

15 June 2003

The Murray Valley Standard contained a report of our recent Pub Lunch run to Murray Bridge. Under the heading "Chrysler meet" they had the adjacent colour photograph, captioned as follows:

Barbara Hiscock and brother Gary from Meningie, club president Chris Howes and Dave Aylett, Adelaide, were among 160 Chrysler Restorers Club members at Murray Bridge on Sunday.

Murray Bridge was the destination for more than 160 Chrysler car club enthusiasts on Sunday. "The pub lunch run is extremely successful," said Chrysler Restorers Club member Gary Hiscock Mr Hiscock

said that the club members shared a passion for the cars they own and have an interest in restoring or maintaining Chrysler vehicles. Other gatherings have been held at the Mannum Hotel and other areas around Adelaide. The cars range from 1916 Dodge to the latest Jeep.



Cricket Bat Manufacturer

17 August 2003

The tour started at Angle Park Greyhound Track and wound its way via Globe Derby Trotting Track, Virginia and the Gawler River market garden area to Gawler.

The drive was quite pretty with the almond blossom out and the market gardens very green at this time of year.

After just one wrong turn for some, we all arrived at the Pioneer Gardens behind the Gawler Information Centre.

Whilst half of us went on to the Cricket Bat tour before lunch, the other half had lunch at the gardens in pleasant sunshine. We then swapped places and all joined for afternoon tea in the Fielke back garden.

Bob and Yvonne Fielke are very friendly people and Bob's description of how he, his father and uncle have made cricket bats is very informative.

You don't think about the work that goes into the bat until you have seen one made.

Lorraine Beythien

Jottings

FOR NEW MEMBERS!

A reminder to new members who have joined this year and have Historic Vehicles registered with our club; you are required to attend at least three functions throughout the year and have your Logbook endorsed by any Committee member to be eligible for membership renewal next year. Failure to do so could mean your membership will not be renewed and your right to Historic registration revoked.

PAUL TRENGOVE

Paul placed third in both races at the Australian Holden Driver's Championship held at Phillip Island in July, lifting him to 4th overall in the Formula 4000 series.

At Winton in August, Paul placed second and third in the two races, resulting in him remaining in 4th place overall, but closing the gap to the leaders, with 81 points against the leader's 98 points.

PULLMAN CARS

Earlier this year a member told me that our Restoration Services Directory entry for bumper bars was wrong, that Southcotts did not do them (any more) but that Pullman Cars, behind UltraTune on Unley Road did. The Directory was updated accordingly.

Dave Pullman has contacted us—he does not make bumper bars and does not want to be contacted about making bumper bars. He specialises in repairing bodywork on classic vehicles. A small part of his business is repairing bumper bars, grill shells and mouldings ready for chroming.

Please update your Restoration Services Directory to remove the Pullman Cars entry under "Bumper Bars" so that we don't refer any more people to him for something that he does not do!

PAST EVENTS

Vintage Auto Parts / Old Noarlunga

20 July 2003

On a very nice July winter's day we set off from O'Halloran Hill for Vintage Auto Parts, Lonsdale. Making our way along Main South Road to Sheriffs Road, turning off at Aldershot Road to Vintage Auto Parts. On arrival we were welcomed by Karen & Roger, morning tea was set up & waiting for us.

The guys naturally were more interested in the parts in the shed. What a nightmare it must be to do stock taking? Some of the members who had previously been there were still surprised to see how many bits & pieces (stuff) were actually there. It was also an opportunity for others to see the set up and where the business is located.

While the men were enjoying their search for the elusive part, the ladies were enjoying the sun, morning tea and muffins, baked that morning by our hostess Karen; they were delicious. After managing to get Dick Hart away from the parts, we went on our merry way to Old Noarlunga.

From Lonsdale we travelled through Christies Beach on to the esplanade to Port Noarlunga, Seaford to Old Noarlunga. Such a lovely peaceful town to relax and enjoy our lunch with good company. After lunch, many took a stroll around this historic township.

Thanks to Karen and Roger for their hospitality and thank you to the members who made this a very pleasant day.

Dave & Gay Aylett

We met up at the top of O'Halloran Hill and, as usual, it was freezing cold. About a dozen cars were there I think, it seems so long ago I can't remember.

We took off down south to Vintage Auto Parts where a couple more cars joined us. The blokes had a good rummage around in the wide selection of bits and pieces while we ladies stood around and chatted and enjoyed the nice hot coffee and muffins thoughtfully provided. It was gradually getting warmer.

We then departed on a short drive to Noarlunga where we enjoyed our picnic lunch in a very pleasant little park, IN THE SUN!

I had just bought one of these flash-harry little cookers that work off a can of gas, so we had a sausage sizzle. I hope it made everybody else jealous! It cooked very quickly and I was most impressed. An easy, pleasant day spent in congenial company.

Judy Hart

Quiz Night

13 August 2003

The entertainment on this evening was a quiz night. As is usual for a Richard Tapp quiz night, half the questions were about South Australia and the other half were out of the last 12 month's Chrysler Collectors.

The questions are set out on the following pages and the answers are at the back of this issue.

The results were very close, with the winning team (pictured at right with their prize, a bag of Mars bars) giving 24 correct answers.

The two runner up teams each had 23 correct answers and the fourth team were only 4 answers adrift.

Richard Tapp



PAST EVENTS

Quiz Night (ctd)

1. Who organised the Mt Lofty Botanic Gardens Run?	A Ken & Carole Barnes B Dave & Gaye Aylett C Malcolm DuBois D Brian Miles
2. The coat of arms of South Australia depicts how many of the following : <i>citrus fruit, grape vines, cereal crops, manufacturing industry and mining</i>	A none B one C three
3. Where was the official gathering place for the Roseworthy Museum Run in October 2002?	A CCC Glandore B Auto Dismantlers, Gepps Cross C Main Street, Gawler D Carisbrooke Reserve
4. What area around Adelaide was formerly known as “Jewish Town”?	A North Adelaide B Unley C Keswick
5. In the report of the run to the Tooperang Trout Farm, there were lots of photos of smiling fishermen and women. Who had the biggest smile?	A Carole Barnes B Ross Fleming C Martin Wood
6. In what decade was Rundle Mall opened	A 1950s B 1960s C 1970s
7. Which members of the Martin family won prizes for costume at the 2002 Bay to Birdwood? :	A Catherine and Rebecca B Alan and Sandy C Sandy, Catherine and Rebecca
8. Before WWII, what feature was located on the top of the Shell Building on North Terrace?:	A A revolving light B A weather beacon C An airship mooring
9. The Beythien’s 1936 Chrysler had a V8 engine installed (and removed) earlier in its life. What kind of vehicle was the donor of this engine?	A Ford Falcon B Holden Monaro C VC Valiant Regal
10. Tandanya is an expression taken from the language of the aboriginal inhabitants of the Adelaide Plains. It means:	A Place of the kangaroo B Place of the gum trees C River bank

PAST EVENTS

Quiz Night (ctd)

11. Who organised a Dam Run to the Mt Bold Reservoir in November 2002?	A Ken & Carole Barnes B Dave & Gaye Aylett C Malcolm DuBois D Brian Miles
12. Where was the first opal discovery in South Australia	A Oodnadatta B Coober Pedy C Andamooka
13. At the 2002 Dodge 4 Rally at Mittagong, Michael and Lyn Buxallen won 2 prizes. One was for the Observation Walk. What was the other?	A Best Presented Vehicle B People's Choice C Egg and spoon race
14. Who was the first Premier of South Australia	A John Hindmarsh B Edward Wakefield C Boyle Finnis D Thomas Playford
15. In the January / February 2003 issue of the Chrysler Collector a member contribution described a method of rubber moulding. Who was this?	A Ross Bryant B Terry Jones C Ron Turner D Doug Sweetman
16. What was the original name of Port Adelaide:	A Pt Misery B Pt Miserable C Port Miserly
17. How many ladies wrote about the Tattersall's Tour of Tasmania in the July / August 2003 Chrysler Collector.	A One B Two C Three
18. Governor Hindmarsh arrived in South Australia aboard HMS:	A Bounty B Investigator C Supply
19. What steam car was pictured in the March / April 2003 issue of the Chrysler Collector, in connection with an Australia Day parade?	A Stanley Steamer B White Steamer C Doble Steam Car D Shearer steam car
20. Who was the first reigning Monarch to visit Adelaide?	A George V B Edward VIII C George VI

PAST EVENTS

Quiz Night (ctd)

21. At the 2002 Annual Dinner, the Barnes's and Buxallen's received _ _ _ _ touring awards and the Wormalds, Harts, Beythien's and Bailey's received _ _ _ _ touring awards. Fill in the gaps, in order ...	A Gold and Silver B Silver and Gold C Bronze and Silver
22. Henry Ayers, after whom Ayers Rock and Ayers House is names and who was managing director of the Burra Burra Mines, was premier of South Australia how many times?	A Never B Once C Twice
23. Which club members wrote a report on their trip to the 2002 Dodge 4 Rally in Mittagong in the March / April 2003 issue of the club magazine?	A Michael & Lyn Buxallen B Max Noske C Ken & Carole Barnes
24. Kate Cocks was famous because she was the first South Australian ...	A Olympian B Licensed woman driver C Policeman
25. Who organised the April 2003 run to the Southern Rangers Black Powder Club?	A Graham Bailey B Malcolm Bean C Brian Miles
26. What is the most southerly point in South Australia	A Cape Northumberland B Cape Willoughby C Beachport
27. Who was/were the first Newsletter Editor of the club?	A Dennis Goodman B Brian Ludlam C Roman Gnilka / B Pocock D Barry Kenyon
28. Australia's youngest volcano last erupted about 2000 years ago. Its name is?	A Mt Gambier B Mt Schank C Mt Compass D Mt Remarkable
29. Who was the first President of the club?	A Dennis Goodman B Brian Ludlam C Roman Gnilka
30. The Bay to Birdwood Run commemorates the issue of Australia's first driver's license in 1906. When was the run first held?	A 1956 B 1966 C 1976

PAST EVENTS

Graham Sharley's W196R

13 November 2002

At our November 2002 club meeting we were privileged to hear from former club member Graham Sharley and view the results of the recreation of his Mercedes Benz W196R racing car. Malcolm DuBois has written this account of the project for us. I had to carry it forward from last issue because of the number of run reports— Ed

For those people who were not able to attend the club meeting where Graham Sharley brought his Mercedes Benz W196R racing car for us to view, and also to listen to the fascinating story of the rebuilding of this car - this is my recollection of the events.

I apologise to Graham if I have some of the detail incorrect but I am writing this in Tasmania and I can't easily contact him to get the exact details. So here goes!

Graham had a mind to build a replica mid thirties Miller (front wheel drive) racing car and for this purpose required a 6 cylinder, 3 litre, alloy block motor, so off he went to the local Mercedes Benz wrecker to see what he could find. He was informed that all Mercedes blocks were cast iron but was told to have a look around anyway. Yes, he stumbled over a block and got a rag out to wipe it over, and yes it was alloy, and yes it was Mercedes so he took it up to the office on a hand cart and was greeted with the words "I don't know what it is but you can have it if you like."

A phone call was made to the local Mercedes dealers to identify the model from the engine number, but their records were not able to help so a call was made to Stuttgart. Some time later a return call was made to Graham suggesting that the engine would not be much use to him but they would be quite willing to "dispose" of it for him.

Further investigation by Graham confirmed that it was an engine block from a W196R racing car – so the hunt was on for the rest of the car to go with the engine block.

Graham went back to the wreckers to empty out the container of parts that the block had arrived in from the USA. (The Adelaide wrecker would

periodically get a container load of anything Mercedes from a much larger wrecking business in the USA.) Further searching found a sump, 5 connecting rods, a head, a gear box and some front and rear suspension parts, and of course everyone knows that this is more than adequate to reconstruct a W196R racing car!

Contact with Mercedes clubs throughout the world brought a rev counter, wheels, more elusive instruments, and some engine components but no chassis or body pieces. A plea to Mercedes in Stuttgart to assist with original plans from which some elusive components could then be made was not responded to, so visits to libraries, museums and private collections were made to take photos from which scale drawings could be made so that work could commence.

An engineer was employed full time for 18 months to assist in the reconstruction and then a breakthrough was made when a visiting Mercedes historical dignitary happened to observe the 75% completed chassis and convinced the Stuttgart authorities that the plans should be made available so that a "proper" job could be made. 2000 plan copies arrived and much of the work that had been done had to be undone and redone. Mild steel tubing (yes mild steel – because it was considered by Mercedes to be easier to repair in the event of an accident) was sought after, but to no avail as the tubing specification was no longer available anywhere in the world.

Graham approached an Australian tube making firm with the required specification and they rose to the challenge and produced the required amount of the tube and to Graham's surprise (and relief) the tubing was given gratis!

The chassis was made correct to the newly supplied plans and the next stage was the body work. The tubular chassis was made in two halves and each half pressurized with a pair of pressure gauges mounted side by side to indicate if there was a crack or porosity in the weld, and hence indicate a possible source of failure!

Back to the body work which was made of

PAST EVENTS

Graham Sharley's W196R (ctd)

magnesium allow sheet – a very volatile material which can only be welded in a chamber filled with inert gas (Helium) by a specialist wearing breathing apparatus – the body work was done in Melbourne by the only person who had the skill to do it.

Painting was next – that glorious Mercedes Benz racing silver. The original makers of the paint gave a local manufacturer the correct formula and the paint was mixed (Aluminium flakes in the same base, used nearly 50 years ago) to produce a wonderful finish - AWESOME is a term often used by young people who have seen the car.

Upholstery was next, and when I looked at the garish tartan cloth (sort of orange/red) I wondered if Graham had made a mistake! How foolish of me because when I got home and looked in my Mercedes book, there was the same tartan cloth. Fortunately I hadn't challenged Graham on the choice of cloth when I had first seen it – but I did ask him at a later date where he had been able to source the material and the reply was "I had it made"!

So where are we – back to an engine with five con rods and no crankshaft. What do you do, who can you turn to? Make them of course, unless just at the right time you stumble across a complete engine and another brand new block to go with it in Port Lincoln, of all places. Wheels came from somewhere in Victoria and the car was ready to go (running on methanol and putting out up to 300 bhp).

Why did these racing car bits

find their way to a wreckers in the USA and then on to Australia?

The second part of the question has been answered and a disastrous crash at Le Mans in 1958 could supply the answer to the first part. A car left the track and went over the barrier and then caught alight - methanol and magnesium alloy were a volatile combination - and tragically killed over 90 people. Mercedes Benz, as a mark of respect to those killed, announced a 25 year withdrawal from competition and the destruction of their cars. If this car was in the USA at this time, it is more than likely that it suffered as a result of the edict and the bits found their way into a wreckers yard and consequently to Adelaide, Australia.

There are many other bits of fascinating information regarding the re-creation of this car that I am sure could be told but I hope I have given you some insight into the talent and dedication that Graham has shown with this MAGNIFICENT car.

Malcolm DuBois



Quiz Answers

1C	2D	3D	4A	5B	16A	17D	18D	19D	20D
6C	7D	8A	9D	10A	21D	22D	23A	24C	25C
11B	12D	13A	14C	15B	26A	27D	28B	29A	30D

RESTORATION STORY

Some Repairs on a 1925 Dodge — *I Suppose*

Having purchased my Dodge early in the year, and being reasonably happy with it, is just the start of this story.

Apart from the heavy and erratic steering, with a mind of its own as to which side of the road it would stay on before jumping back to the opposite side, to the brakes that required standing on the pedal and a ten minute prior warning before using them and a strange noise from the back left side wheel when doing a right hand turn, after a couple of months of driving her, I was still in paradise.

I made some arrangements for the steering box to be looked at and took her in. Seeing she was to be off the road for a bit, *I supposed* now would be a good time to design and build her a front bumper and as they were going to overhaul the water pump and shaft, *I supposed* it would be a good time to have the magneto checked. When purchasing the vehicle it had been pointed out to me that the radiator would at some stage need

some work on it, so *I supposed* that now would be a good time to have it replaced, and so it was.

With the complete steering wheel and shaft removed, *I supposed* that it would be a good time to properly fix the horn button and cable to its rightful spot in the centre of the steering wheel not a small push button hidden in the dash, which I could never find at the right time. So that was also fixed. As the repairs went on with the steering shaft, being trued up and balanced all ready for the lovely needle and roller bearings that had been selected, discussions continued re the strange noise in the back left side of the vehicle. Some thought it was wheel bearings; some thought it was movement in the wooden spokes.

After I had found out that the wheel bearings were not readily available and that they would cost \$680.00 for the pair, I thought it best to work on some of the other options first. Having been tutored on how I should approach the



Brian Roberts' 1925 Dodge — *Photo: Brian Roberts*

RESTORATION STORY

Some Repairs on a 1925 Dodge — *I Suppose*

strengthening of the wooden spokes in the back left wheel, it sounded much worse than it was to actually do it, *I supposed* that if you are going to do one wheel, you should do all four, so it was done.

As all the wheels were now off, and the vehicle obviously not going anywhere soon, *I supposed* it would be a good time to get the gearbox lock out, as it was minus its key, to see if I could get a key cut for it. Off came the lid of the gearbox. My locksmith said when he saw the lock, "Come back in ten minutes". Amazing, that even back then, in 1925, they were security conscious, by being able to lock up the gearbox when required. I returned to the locksmith and there it was, no dramas, no complications.

No complications that is, until I returned to the workshop and was shown the top shaft in the gearbox had some wear. Although the gears looked to be in good condition, the shaft was not. *I supposed* I should get the gearbox out and get it over-hauled, so the shaft was sent away and metal sprayed and re-machined.

By this time the new bumper bars were ready for a trial fit. This was going to make the front of the vehicle much safer and less prone to accidental damage. It made a huge improvement to the front of the vehicle and so off it all came, to be cleaned up ready for the chrome platers. Off to Lonsdale from the other side of town, to get them dropped off for chroming.

Whilst booking in all the other bits of work for plating, I asked, (by now I should have known better than to ask how much something would cost to get done.) "How much for the bars?" He looked at what I had brought in, went to his book and said, "About \$600.00, for the top of the range plating." After I had picked myself up off the floor, *I supposed* that if I wanted it done, it also should be done properly and it was.

By now I had finished all the re-spoking of the wheels, and was very happy with the result. Boy, that marine glue sure sets hard. Six days on, the wheels were refitted. Now we were seeing some results! The gearbox was finally ready to go back in and *I supposed* that we would soon be back on the road, and we were, for one short trip around

the block!

The noise at the rear of the vehicle was still there. It was now suggested that maybe it was coming from the diff, so it was decided that it would be a good thing to check up on all the rear end, as the wheel bearings could easily be checked now. So *I supposed* that it would be the right thing to do.

But to get the diff etc out, on the Dodge, it means unbolting everything from the gearbox back and lifting the back of the vehicle up and wheeling it all out. Then to work on the wheel bearing cages. After two or three hours of pounding on the bearing cages, they eventually came out. So the axles could now come out, and the inspection then started. "Aha!" the crown wheel had four teeth missing; now we were getting somewhere. (Funny how something like this, costing big dollars can be good news!) So one quick phone call and yes, I could get a brand new old stock crown wheel and pinion, pretty good as the parts would be at least 78 years old! I often wonder, "How many parts are there in this warehouse at Wingfield?" They just seem to keep coming out of somewhere!

So, off to pick it up. Great, now it was in my hot little hands and *I supposed* that all this would be behind me! Back I went to the workshop and started to remove the propeller housing and bingo, here was another problem. The pinion gear bearing cage housing was all chewed up; it was also completely missing the locking tab, so back I went to the phone and started trying to chase one down. Phone call after phone call and no success. Perhaps there was a limit to what this warehouse housed!

The following day I was offered a complete rear diff assembly for a 1925 Dodge, for \$350.00. *I supposed*, at least I would have the elusive bearing cage I wanted, so I quickly hired a trailer and off to Lonsdale, to pick it up. Arriving at the warehouse, there it was all ready for me to pick up, except it was for a much later model, mid 1930's, which have a five stud metal wheel. Not much choice, *I suppose*, but to return the trailer and start again.

At 8.30 the next morning a phone call, "Did so

RESTORATION STORY

Some Repairs on a 1925 Dodge — *I Suppose*

and so get in contact with you last night?” No one had as I had been out. The caller then told me that there might be some good news about the pinion gear bearing cage, so a quick phone call, and I was told of a 1925 complete diff that may be available. Oh what sweet sounding words, so another call, and the gentleman was home that particular day and yes it was for sale, but he wanted to check it out first. Could I call back in thirty minutes? I did and one hour after being told about it I had checked it out and it was mine.

So next morning, hired the trailer again, and picked the new diff assembly up, and off to the workshop. Over the next two days three of us worked and worked at just getting the wheel bearing cages off. *I supposed* that it would be a good idea to try and save as much as possible of the diff housing and bits, for spare parts, hopefully not for me, but *I supposed* for someone else down the track who maybe I could help out, which is why we didn't use the oxy set to get it out.

But now we were getting somewhere. *I supposed* that now I had a selection from which to choose, I should select the best bits to make one good one, so one of the axles from the “new” diff and the pinion gear bearing cage etc, were selected. *I supposed* that with the rebuild, and knowing how much trouble we had had with the dismantling, that I should get replacement bearings, for all the internal requirements where possible. All were off the shelf and easily obtainable, so the purchase was made.

The re-assembly was going well until I managed to crack one of the wheel bearings. Then there was no, “*I suppose*” about this, I had to get a new wheel bearing. So the process of getting a replacement from interstate was started again. Ten minutes after placing the order I heard someone shout out from the phone that one of the club members who happened to phone in and had been told of my dilemma, was sure that he had one and that if I called in to see him in the morning, he would sell his to me. Next morning, there it was in my hand. Off to the workshop I went again and the reassembly was soon

completed.

At this point I made mention, to them that know, that on the purchased diff it had woven hand brake linings, whereas those on mine were all bonded. “What would be the better?” “Woven”, was the answer, “by far”, so *I supposed* that I should get the foot brake linings replaced.

So off to Norwood they went and they were then fitted with woven linings. I had no idea that they would cost \$450 for two bits of woven lining. Remember what I said earlier? (I should know better by now, than to ask how much something would cost!) *I suppose* this time I should have asked!

It was time for its first run. She steered like she had power steering, the radiator was as cool as the proverbial cucumber, the gearbox was grand, the noises from the rear end all gone and the brakes were unbelievable. The only thing that wasn't used on that first trip was the electric wiper that I also had fitted, because *I supposed* that it would not have been much fun driving her in the rain, trying to use the wiper blade with one hand!

Thanks to all who helped me do what, I supposed should be done.

She runs, drives and stops like a dream, but *I suppose* she should!

Brian Roberts



CLUB NOTES

Register Update

A number of renewing members missed out on inclusion in the current Register of Members because Judy did not have their membership renewals by the cut-off date. The following renewing members would otherwise have been in the register:

Peter Eden, PO Box 116, Walkerville 5081; 8333 3733	1964 Dodge Sedan
ETSA Retired & Past Employees Ass, PO Box 360, Marden 5033; 82920556	Dodge Twin Cab
Stuart Frith, PO Box 4037, Mataranka 0852; 08 89754454	1925 Dodge 4 Buckboard
Barrie & Sarah Hocking, PO Box 43, Wasleys 5400; 85274077	1966 Valiant AP6 Sedan
Ricky & Tina Lefts, PO Box 7220, West Lakes, 5021: 0439 369 935	1966 Valiant VC Sedan
Judy Page, 15/9 Alexander Ave, Modbury North 5092: 83961209	1968 Rambler Sedan Coupe
John & Barb Richards-Pugh, 12 Butler Crescent, Banksia Park 5091: 8264 8340	1925 Chrysler 58 Tourer
Barry Rowett, PO Box 13, Marabel 5413: 8848 6030:	1927 Dodge Ute; 1929 BSA M/cycle; 1942 Ford Truck 1953 Austin A30 Sedan; 1961 Wolseley 15/60 Sedan; 1968 Dodge VE Utility; 1971 Dodge VH Utility
SA Police Historical Soc., Thebarton Police Barracks, GPO Box 1539, Adelaide, 5001:	1962 Chrysler AP3 Sedan
Don Smith, PO Box 2, Williamstown 5351: 8524 6443:	1927 International Truck; 1941 Dodge P26 Convertible 1958 Ford Sedan; 1931 Chevrolet Roadster
Jason Waters, 302 Diagonal Rd, Oaklands Park 5046, 0412 979 229	1959 Chrysler Royal Sedan; 1971 Holden Torana sedan; 1974 Dodge ute; 1979 Valiant sedan

A separate issue was that members who deleted a vehicle on their membership update, did not have had any vehicles included that were below that deleted vehicle. Judy and I will co-ordinate better on that in future.

Richard Tapp

Definition of Barbecuing

It's the only type of cooking a "real" man will do.

When a man volunteers to do the 'BBQ' the following chain of events are put into motion:

1. The woman goes to the store.
2. The woman fixes the salad, vegetables, and dessert.
3. The woman prepares the meat for cooking, places it on a tray along with the necessary cooking utensils, and takes it to the man, who is lounging beside the grill, beer in hand.
4. The man places the meat on the grill.
5. The woman goes inside to set the table and check the vegetables.
6. The woman comes out to tell the man that the meat is burning.
7. The man takes the meat off the grill and hands it to the woman.
8. The woman prepares the plates and brings them to the table.
9. After eating, the woman clears the table and does the dishes.
10. Everyone praises man and thanks him for his cooking efforts.
11. The man asks the woman how she enjoyed "her night off" - and, upon seeing her annoyed reaction, concludes that there's just no pleasing some women.

From Jim McLachlan and the internet



A CRCASA BBQ scene from happier times, when Murray Bryant was still with us— *Photo: Richard Tapp*

TECHNICAL FORUM

Chrysler Imperial Body Styles Explained

This article is reproduced from the website of the Imperial Registry, with permission from Kerry Pinkerton. Original URL: <http://registry.imperialclub.com/body.htm>

Here is a definition of the various body styles used by Imperials from 1926 through 1993.

2 Door Business Coupe

A single seat coupe. This style was used in the 1937 model year

2 Door Club Coupe

This style was shorter than a sedan, but with a full rear seat. This style was used in the 1951 and 1952 model years

2 Door Convertible

This style is the standard convertible, and was used for most years that had a convertible. The last 2 Door Convertible was in 1968

2 Door Coupe

This style is a 2 door car with a b pillar that extends from the floor to the roof. There may or may not be a door frame around the window glass. A coupe has less than 33 cubic feet of rear interior volume (more than 33 cubic feet or rear interior volume makes it a sedan). This style was used in many model years

2 Door Dietrich Coupe

This style was similar to the 2 Door Coupe, but was a custom body by Dietrich. This was only used in the 1929 model year

2 Door Hard Top

This style is a 2 door that has the b pillar that only extends to the top of the door, leaving the space from the top of the door to the roof unobstructed from the front to the rear of the car. This style was used in many model years

2 Door LeBaron Convertible

This style is similar to the 2 Door Convertible, but was a custom body by LeBaron. This was used in the 1932 model year

2 Door LeBaron Convertible Coupe

This style is similar to the 2 Door Convertible, but was a custom body by LeBaron. This was used in the 1931 model year

2 Door LeBaron Coupe

This style is similar to the 2 Door Coupe, but was a custom body by LeBaron. This was used in the 1931 and 1932 model years

2 Door LeBaron Roadster

This style is similar to the 2 Door Roadster, but was a custom body by LeBaron. This was used in the 1931 model year

2 Door Locke Custom Roadster

This style is similar to the 2 Door Roadster, but was a custom body by Locke. This was used in the 1929 model

year

2 Door Roadster

This style is a 2 door convertible, with a single bench seat, and a luggage compartment in the rear deck. Roadsters, generally has a rumble seat that holds another 1-2 passengers. This style was used throughout the 20s and 30s

2 Door Sedan

This style is similar to the 2 Door Coupe, but a sedan has at least 33 cubic feet of rear interior volume, where as a coupe has less than 33 cubic feet. This style was only used with the 1975 LeBaron

2 Door Touring Brougham

The Touring style is an open style, longer than a phaeton, where the car was open from the top of the door to the roof, with no windows. Later there were detachable side screens and curtains. This style was used in the 1937 model year

4 Door Close Coupe Sedan 5 Passenger

This style was used in the 1931 model year

4 Door Convertible 5 Passenger

This style is a convertible with 4 door, This style was used in the 30s.

4 Door Deluxe Sedan

This style has 4 doors, and a b pillar that extends from the floor to the roof. I don't know the differences between the sedan and the deluxe sedan. This style was only used in the 1950 model year

4 Door Dual Cowl Phaeton

This style is similar to a phaeton, but there are 2 cowls (windshields), one at the front for the driver, and one behind the driver for the passengers. This style was used in the 1931 model year

4 Door Hard Top

This style has 4 doors, and the b pillar only extends to the top of the doors, with no door frame around the side windows. This style was used in most years starting in the 1951 model year

4 Door LeBaron Convertible

This style is similar to the 4 Door Convertible, but was a custom body by LeBaron. This was used in the 1932 model year

4 Door LeBaron Dual Cowl Phaeton

This style is similar to the Dual Cowl Phaeton, but was a custom body by LeBaron. This was used in the 1932 model year

4 Door LeBaron Limousine 7 Passenger

This style is a 7 Passenger Limousine with a custom body by LeBaron. This was used in the 1932 model year

4 Door LeBaron Sedan

This style is similar to the 4 Door Sedan, but was a custom body by LeBaron. This was used in the 1932 model year

TECHNICAL FORUM

Chrysler Imperial Body Styles Explained (ctd)

4 Door Limousine

This style was intended to be chauffeur driven. The limousine style generally had a divider window (or some other means to isolate the passenger area from the driver). In general Limousines are longer than the standard cars all the extra space being used in the rear for the passengers. Limousines are generally for 8 passengers. This style was used in most model year

4 Door Limousine 6 Passenger

This style is similar to the limousine, but for 6 passengers

4 Door Limousine Sedan 7 Passenger

This style is similar to the limousine, but for 7 passengers

4 Door Locke Convertible Sedan

This style is similar to the 4 Door Convertible, but with a custom body by Locke. This style was used in 1929

4 Door Locke Sport Phaeton

This style is similar to the Phaeton, but with a custom body by Locke. This style was used in 1929

4 Door Phaeton

This style is a 4 door convertible with doors, but no door glass, hence from the windshield to the back of the top it is open. This style was used in the 1920s, and sporadically until 1940 the model year

4 Door Sedan

This style is a 4 door, with a b pillar that extends from the floor to the roof. This style generally held 6 passengers, and was used in many years.

4 Door Sedan 5 Passenger

This style is similar to a 4 Door Sedan, but held 5 passengers, this style was used in the 1930s

4 Door Sedan 7 Passenger

This style is similar to a 4 Door Sedan or a limousine, it held 7 passengers, but there may or may not be a divider between passenger and driver area. this style was used in the 1920s and 1930s

4 Door Sedan 7 Passenger Landulet

A Landulet is a style with an open drivers area, and an enclosed passenger area with one cross seat and (the look of) a collapsible roof (the roof may or may not actually

be collapsible). This style was used in 1926

4 Door Sedan 8 Passenger

This style is similar to a 4 Door Sedan or a limousine, it held 8 passengers, but there may or may not be a divider between passenger and driver area. This style was used from the 1940s through the 1970s

4 Door Town Car 7 Passenger

This style is generally a limousine with an enclosed passenger compartment and an open (or convertible/transformable) driver area, it held 7 passengers

4 Door Town Sedan 5 Passenger

This style is similar to a 4 Door Sedan or a limousine, it held 5 passengers

4 Door Town Sedan 6 Passenger

This style is similar to a 4 Door Sedan or a limousine, it held 6 passengers

4 Door Town Sedan 7 Passenger

This style is similar to a 4 Door Sedan or a limousine, it held 7 passengers

Chassis

This is just a bare chassis (generally, the frame, running gear, driver train, and maybe the front fenders/grill or the whole front end). These were generally sold to put custom coachwork on.

Custom Coachwork

This is for custom coachwork not defined above

Town Limo

This style was used in the 1954 model year

If you find any inaccuracies in the above descriptions, or if you have better descriptions for the styles, please contact us so that we can get this information updated.

This page was last updated 13 July 2003 . Send us your feedback (webmaster@imperialclub.com) and join the Imperial Mailing List online car club today!

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**

MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

Estate Harold Sewer:

2 x 1934 single wheel Dodge trucks, 30 cwt, both restorable, 90% complete, one has a hand winch tip tray to be fitted, rolling tyres only.

1 x S series Valiant ti be restored, V8 engine or good 6 cylinder engine. Extra body for relacement panel parts. Can be customised or returned to original.

Selection of '20s Dodge diffs and front axles

Numerous spare parts for Chrysler products—ring and ask for what you are looking for

1956 108 Dodge ute, steel tray, Dodge embossed tailgate

2 x 1956 108 Dodge panel vans. 1 running with excellent motor and running gear, all brakes reconditioned, long wheelbase, ex ambulance. Other has good chassis, body etc for spares. Buy one take both.

1949 Dodge ute, no motor, rolling, all gauges, good restoration project

Reasonable offers considered. Contact Pam Sewer at Riverton (8847 2293) or Richard Hart (8337 7887) or Graham Bailey (8264 2261)

Early 1920's Dodge 4 engine, used in a boat, but said to be in good running order. Has distributor ignition, and Starter Generator. No clutch. \$400 ono. Engine located at Wentworth NSW. Contact Eddie Thomas 03 5027 3330

Maxwell 1924/25 Almost complete and intact, stored under cover for a lengthy period. This would make a good restoration project. Viewed by Chris Howes and David Crichton who can provide more insight if required. Open to reasonable offers. John Schwerdt. Gawler 8524 8041 BH or 8522 2318 AH

1950-55 Dodge truck in pieces, unfinished restoration, with spares, will sell whole or wreck. Best offer. Adrian Phillips 8362 1709

1953 Plymouth, all parts are there, except door trims. Seats have been re-done, there is very little rust. \$4,000 Max Gregg 03 5025 3563



1956 New Yorker (in Canada). The car drives very well, is aircared, has collector plates and won a trophy at the Mopar car show. It has a 354 'Hemi', the heads are done, and the brakes are done. The interior is nice with a power front seat, PS, PB. It has new Flowmaster mufflers and new tires. We are asking \$8600 or possible trade. We have lots of digital pics, I will attach one. If you know anyone who is interested please contact Brian guitarbrian@shaw.ca

1960 Chrysler New Yorker 2 door hard top. LHD, push button auto, power steering, windows, brakes, mirrors and antenna. Cruise control, white wall tyres, 413 ci V8, 350 hp, 54,120 miles,

VIN 8303156073. 40 photos and detailed description at [\\$23,500 Peter Frangoulis 8296 3301](http://www.sirion.net.au/newyorker)



1963 Rambler Ambassador, body neat, needs paint, motor needs work. \$1,000 Paul 8240 0963

AP5 Valiant sedan DK Blow 8293 6004

1964 300 4dr. HT (USA). Runs Excellent Drives Same . 383 V-8 4bbl. A/T , P/B, P/S , A/C . Many new parts . I'm asking \$ 7000.00 US. Not to include customs/shipping . Nearest Port of Entry/Exit is Portland, Oregon . USA. If you or someone in the club is looking for a Serious Cruiser I will provide more info.

VC Valiant old and rusty, for parts only

XP utes x2 one to restore other for parts both run ,(unfinished project) good shell has very good running gear, rust panels needed are supplied just about everything needed is there, chrome is good. Belongs to a mate of mine ,he is to busy doing, trim work for other people to finish and has run out of room will sell for \$1,250 much less than has cost him so far. For info to arrange to see cars in local Adelaide northern area contact Wayne Bartlett on Ph 82858072 or Mob 0438285807

VF Valiant ute, unregistered, red like Chris Howes' was. Best offer over \$500. Nino 0412 266 180

VF Valiant headlights and grill \$25 Sheridan 8351 2071

VH Charger parts + Ford 9" diff complete with 35" spline axles. Chris 0400 640 054

VK Charger 770 burgundy 360 V8 needs finishing \$3,500 ono Gary, 8386 1768

CM Regal parts Theo Petrakis 8431 4751

Costumes for all occasions, wigs, hats and accessories. A-Z Costumes, 106 Winzor Street, Salisbury 5108 8250 3591

WANTED

Standard wheels for 37~38 Dodge. Allan 0427 350 001

Full flow oil filter adaptor for 1950 Dodge (Bypass type no longer available) Ashley Farrow 8341 6661

TorqueFlite badge for boot of S series Valiant. Nino 0412 266 180
AP6 6 or V8, reasonable ~ excellent condition—or rolling body. Bill 0416 086 262

Spats for '62 Valiant S series. David Reid 8396 6206

Dodge Challenger front grill, bumper bar, rally wheel trims. Jim 0418 160 817

VG Pacer coupe bucket seats in any condition or single seats (left or right) and E31/34 petrol cap. Rob Boulton 03 5799 1817

VK Regal grill. Paul 0422 395 727

1976-81 CL or CM Regal SE. Original, unmodified (gas OK) Very good ~ immaculate condition. Michael 03 9841 4283

Good woman, able to cook and clean, amongst other things. Must have genuine interest in old Chrysler vehicles, especially Dodges. Send photo of old car. Graham 4264 2261

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