



THE CHRYSLER COLLECTOR



Number 149

November / December 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 2 January 2004. Corrections/amendments until Sunday 4 January 2004. Contributions can be e-mailed to ccasa@picknowl.com.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed photos should be scanned at 200 dpi; line-art at 600 dpi.

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COMING EVENTS

CLUB MEETINGS

12 November 2003

Old Chrysler training films (Lochheed Bros.)

10 December 2003

Christmas Meeting

No meeting in January!

11 February 2004

AGM

10 March 2004

Vehicle Registration Night

CLUB RUNS / EVENTS

29 November 2003

Norwood Christmas Pageant (Chris Howes)

7 December 2003

Christmas Picnic (Neil Wormald)

25 January 2004

Ray Miels Breakfast Run (Chris Howes)

8 February 2004

Vehicle Registration Day at Club rooms

14 February 2004

Trots Night – Globe Derby (Ross Fleming)

18 February 2004

Committee Meeting

14 March 2004

Twilight Run – Dick & Judy Hart

18 April 2004

Observation Run (Wayne Bartlett)

INVITATION/OTHER CLUBS' EVENTS

15 November 2003

Lucindale Show "Great Southern Muster"

7 December 2003

SA "Motorfest" All Holden Day, West Terrace Park Lands

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

4 April 2004

GM Day at Tanunda Oval

7-12 April 2004

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

15-17 May 2004

PADARC 20th Anniversary Rally— contact Brenton Hamilton (8387 0419) re accommodation

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
[Events Co-ordinator has forms except where noted]

SWAP MEETS

15-16 November 2003

Bendigo

23 November 2003

Rotary at Pasadena Oval

18 January 2004

Hahndorf

20-22 February 2004

Welcome to New Members

Barry & Val Carlisle
Ridgehaven

1966 Valiant

Lindsay Gibb
Para Vista

1971 Valiant Regal

Brenton Gibb
Para Hills

1972 Valiant Charger

Cover Photo

Alan Toull's painting of Kevin Williams 1937 Plymouth P7 sloper. [Photo of painting by Alan Toull]

COMING EVENTS

Christmas Picnic

Sunday, 7 December 2003

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

Assemble 10:30 am at the CRC clubrooms for a 11:00 am departure. Lunch will be at 12:30 pm. Chicken will be provided by CRC as will plates, cutlery and serviettes. Cordial will be provided for the children.

Please bring your own chairs, tables and drinks. Cost per family is \$5 and \$3 for a single. **Members please bring a salad or a sweet to share.** Father Christmas will visit during the afternoon.

If you did not add your name and number of attendees on the sheets provided at the November meeting and wish to be included, please contact us.

Neill and Joan Wormald
8449 7254.

Ray Miels Memorial Breakfast Run

Sunday, 25 January 2004

This will once again be our first event for the year. Whilst we have no January club meeting, the January / February 2004 Chrysler Collector will be

distributed before the run and will include all the necessary details.

Chris Howes
8165 3971

Globe Derby Park

For those members interested in a night at the Trots, meet at the entrance of Globe Derby Park at 5:30 pm on Saturday evening, 14 February 2004.

You can bring your historic vehicle, which will be on display (if you wish). There is not a lot of room, but it may be possible for the cars to be parked in the middle of the track. These details are to be worked out at a later date. Entry to the park will be at a reduced entry fee.

There is a reasonably priced bistro available, and a variety of fast foods and refreshments available.

Come and enjoy a pleasant summer night and have a bit of a flutter at the same time. Please let me know if you are attending, to assist with parking arrangements for historic vehicles.

Ross Fleming
8356 9391

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 given 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.

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.

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.

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

FROM THE COMMITTEE

President's Message

Well here it is the last magazine for the year; hard to believe for sure.

Years end brings us to the Annual Presentation dinner and proper recognition of those members who have strived all year to make our club such a success. Following a record number of votes you chose Lorraine Beythien as our member of the year, I wholeheartedly endorse your choice and once again congratulate Lorraine on her achievement.

For the Presidents Award I chose Graham Bailey for his outstanding contributions to the clubs activities; Graham has been a consistent contributor for many years and I felt the time had come to recognise his efforts.

I won't dwell on the dinner other than to say a hearty well done to that group of stalwarts who undertook all the organising and setting up of the venue, my observation was that we all had a most enjoyable evening.

As the days grow longer many of us come out of hibernation to blow the dust off our prizes and get back on the road. The Bay to Birdwood Classic run is

a good example; with just on 2000 entries this year it was a major success and a great chance to see what is out and about.

The swap meet season started with Gawler, however most of us were enjoying a wintry weekend at Burra. Strathalbyn brought out some familiar faces and of course Bendigo is just around the corner; don't forget that little gem of a swap meet at Daw Park on November 23.

Once these are over its almost time to pack up and take a well earned break, not forgetting however, our ever popular Christmas run on December 7. Neil and Joan Wormald, along with Santa's little helpers, have been hard at it up in their Northern shed preparing another splendid outing, so bring the kids, girlfriends etc. and join in the Festive fun.

With Festive fun in mind, I will finish off here with a Merry Christmas to you all and a hope that you will all share in the Festive spirit. I look forward to your company and another successful year to come.

Happy and Safe Motoring

Chris Howes

Secretary's Jottings

Seems the last couple of months have been quiet for me, as far as the CRC Club has been concerned. We enjoyed a trip over to Barham in Victoria on a travel auction, during which it mostly rained. However the country was nice and green and the country folk very friendly!

I then missed two meetings due to being involved with the National Simca Rally, held in Dubbo for a week in September.. This involved a 3,000 km round trip (approx) but we enjoyed good weather for the car runs and had no major hassles. Three Simca Aronde sedans represented SA, with myself and two colleagues from the Gawler area. Dubbo is a very interesting and large country town with attractions such as the Old Gaol, Western Plains Zoo and the town of Gulgong being hard to beat. We met a

number of Chrysler owners along the way.

I thought that the Birdwood Classic went off well this year. We travelled up in the Simca, with a friend driving the Dodge Kingsway, and I enjoyed an easy trip to the Mill. I was amazed at how late some of the entrants actually arrived at the Mill. An early arrival at the start (5:30 am is the way to go!

By the time that this hits the next magazine, the Annual Dinner will have been and gone and the year almost run out—again.

I hope to have some sort of evening run in February, so keep your ear to the ground.

Meanwhile, have a good Christmas and all the best for 2004.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Judy Hart, David Crichton, Gil Purdie, Arthur Clisby, Chip Thomas, Norma Schopp and Ian Tapp. Our thanks to last issue's magazine despatch team, being Cathy Woods, Judy Hart, Chris Howes and Allan Martin.

WEBSITE

There have now been 5,510 visits to our web site (431 since last issue) and 1,321 visits to the magazine download page (204 since last issue).

Richard Tapp

CLUB NOTES

Notice of Proposal to Increase Subscription Fees

Members are advised that the following notice will be tabled at the meeting to be held on 12 November 2003.

NOTICE OF PROPOSAL

In accordance with the Constitution of the Chrysler Restorers Club of Australia, South Australia Inc., notice is hereby given that the following proposal will be put to members at the general meeting to be held on 10 December 2003:

“That with effect from 1 January 2004, the subscription fees for the Chrysler Restorers Club of Australia, South Australia Inc., shall be as follows:

Family Membership - Metro	\$30.00 pa
Single Membership - Metro	\$25.00 pa
Family Membership - Country	\$20.00 pa
Single Membership - Country	\$17.50 pa
Overseas Membership	\$45.00 pa

where ‘metro’ means that the member’s normal place of residence is within 50 km of the Adelaide GPO, ‘country’ means that the member’s normal place of residence is within Australia but not within 50 km of the Adelaide GPO and ‘overseas’ means that the member’s normal place of residence is not within Australia.”

EXPLANATIONS

The increase in fees has become necessary to cover increases in the cost of printing and distributing the club magazine. The increase is \$2.50 per annum for each category of membership, other than for “Overseas membership” which is a new category.

Clause 18 of the Constitution provides that:

“Entrance fees (if any) and subscription fees shall be determined as ordinary resolutions of members. Fees may vary with the class of membership and with the member’s normal place of residence.”

The creation of the new fee category for overseas members clearly falls within the power of members to set fees that vary with the member’s normal place of residence. It does not create a new class of member — which would require a change to the constitution.

Clause 19 of the club’s constitution requires that *“Notice of a proposal to alter subscription fees shall be tabled at a General Meeting at least 14 days prior to the General Meeting at which the proposal is to be considered ...”*

Accordingly this notice in the Chrysler Collector (being notice of giving notice!) is not technically required — but has been included because the opportunity was available and for the benefit of members who will not be at the November meeting.

Ross Fleming
Secretary

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.

PAST EVENTS

Burra Campout

A small group of intrepid travellers met at Carisbrooke Reserve on the morning of Friday 12 September, to travel to Burra for our club's campout weekend.

The weather was reasonably fine, although a bit cool, and we were all looking forward to a "good fine weekend" as predicted by organiser Brenton Hamilton. After all, winter had gone and spring had arrived, so who were we to doubt Brenton's words? Our leisurely trip to Burra took us through Gawler, Tarlee, Riverton, Saddleworth and Manoora, and was enjoyable from the comfort of a closed car.

Those unfortunate members who had to work on the Friday travelled independently later in the day, or on Saturday morning. I am reliably informed that the total number of attendees was 78, while the number of cars was 41, quite a few of which were modern.

Accommodation was taken by some in Paxton Cottages, which I heard were "clean, comfortable, adequate, but a bit on the cold side", while others stayed in the caravan park just across the road, either in the park's on-site vans or in their own caravans, campers, tents, etc. The park's facilities were also clean and adequate, but the internal roads were all unsealed, and the campsites were also just bare dirt.

That didn't matter while the weather remained fine, but once the rain started it continued on and off throughout the whole weekend, so that the roads and campsites turned into mud, slush and puddles.. If you went for a shower, by the time you got back you needed another one. By the end of the weekend, the inside of our camper had become almost as wet and muddy as the outside.

But enough of complaining.

On Friday evening, a happy hour was held in the caravan park, after which many of us walked to the nearby hotel for dinner, where we enjoyed excellent food, cold beer, a warm fire, and the company of friends. After dinner we adjourned to our quarters for a nightcap before retiring.

No organised activities had been arranged for the Saturday, which enabled some to go for a drive to places such as Burra Gorge, while others explored the several excellent antique shops in the main

street. I found a group of club members gathered in one shop which had a large collection of model cars, including several of the Chrysler variety from the forties and fifties, and I understand a few purchases were made.

A barbecue tea and campfire proposed for the Saturday night had to be cancelled because of the weather, but these were replaced by various happy-hour gatherings around the place, dinner in the hotel again for some, and an after-dinner get-together in a hall made available by Paxton Cottages. Later again, a group of us crowded into Malcolm Du Bois' caravan for a brief and very quiet (?) nightcap before heading off to bed. Heavy rain and gale-force winds continued throughout the night.

On Sunday, Brenton had arranged for us to visit Tooralie sheep station, which appears to have turned to tourism as a means of supplementing its income. It is located about forty-two kilometres north of Burra, the last eleven of which is a dirt road.

For the sum of seven dollars a head we were treated to a morning tea sufficient to satisfy a shearer, a look at the large shearers' kitchen, and a detailed history of the property and the owners' family. We were then invited to walk around and inspect the property, but the weather forced most of us to keep this activity brief. As we were then free to wander back to Burra at our leisure, Shirley and I decided to follow the Beythiens on a short detour via Mount Bryan East.

On the way we spotted Chip Thomas's beautiful 1935 Dodge tourer stopped on the side of the road. On enquiring, we were informed that strong winds had lifted the hood from the top of the windscreen and a hole had been torn in the material. Some temporary repairs enabled Chip and his party to return to Burra and eventually to Adelaide, I expect a little upset by the incident.

Back in Burra, Sunday afternoon saw many of our group head for home. Those who were able to stay the extra night (like us) were invited to yet another happy hour, this time in the Hamiltons' cottage. Of course we accepted, and enjoyed yet another hour or so of pleasant company and a convivial glass.

That night we had our meal in the camper-trailer, and retired reasonably early with thoughts of

PAST EVENTS

Burra Campout

packing up next morning. The rain continued to fall during the night, and by Monday morning the park was a quagmire. The only way of packing up the camper was simply to fold everything up with layers of mud attached, and sort it out at home.

Despite the poor weather, we wouldn't have missed the weekend for anything, and are eagerly

looking forward to the next campout. Brenton's failure as a weather forecaster aside, he and Norma did an outstanding job in arranging the weekend for us all, and we thank them sincerely for their efforts.

David Crichton

Birdwood Classic Concours

The Chrysler vehicles below were spotted in the Concours judging area at Birdwood. Ian Webber's De Soto convertible would have been my choice. I wonder whether we could get Ian to talk to us at a club meeting ...



A BIRDWOOD CLASSIC TALE

Gil, Chris and Alison Purdie were hosting a BBQ on the eve of the Bay To Birdwood Classic. Friends included Aaron and Kay Morley from Bendigo, Graham Bailey and Noel from Canada.

Graham offered to meet Aaron and Kay on the main road by Gil's street at 5:30 am to lead them to the start of the Classic.

On returning home after the BBQ, Graham Bailey set his

alarm clock for an early start.

The alarm sounded so Graham and Noel prepared themselves, loaded the car and headed to the meeting point. On arrival no sign of Aaron and Kay "THEY'VE SLEPT IN!"

Graham gets out of the car, walks over to a street light to read his watch and sees that the time is 3:30 am not 5:30 am ...

Gill (Dobber) Purdie

PAST EVENTS

Chrysler Corp Vehicles at Birdwood Classic



PAST EVENTS

Chrysler Corp Vehicles at Birdwood Classic ctd



PAST EVENTS

2003 Annual Dinner



Above left: Lorraine Beythien, Judy McNair and Chris Howes during presentation of Ron McNair Memorial Trophy for club member of the year. *Above right:* Trevor and Lorraine Beythien, tripping the light fantastic. *Right:* Chris Howes and Graham Bailey during presentation of Mitsubishi Australia trophy for President's Award. *Below right:* Chris Howes and Neil Wormald during presentation of 2003 Disaster Award trophy. *Below left:* Aviators preparing for the paper plane competition — the winner is holding the camera. *Opposite page:* The attendees. *Photos:* Richard Tapp



PAST EVENTS

2003 Annual Dinner



CLUB NOTES

Club Officers 1980 — 2003

This list was compiled by Norma Schopp for the 20th Anniversary of the Club in the year 2000 - and updated by Richard Tapp and Chris Howes subsequently.

Year	President	V/President	Secretary	Treasurer	Editor
1980	Dennis Goodman	J Nuske	Brian Ludlam	Roman Gnilka / B Pocock	Barry Kenyon
1981	D Clifton	Milton Prosser	Brian Ludlam	B Pocock	Ron McNair/Roman Gnilka
1982	Milton Prosser	Norma Schopp	Dennis Goodman	B Pocock	Roman Gnilka /Roy & Norma Schopp
1983	Milton Prosser	L McKessar	Malcolm Dubois	J Foster	Roy & Norma Schopp
1984	Milton Prosser	Doug Kennedy	Malcolm Dubois	J Foster	Norma Schopp
1985	Doug Kennedy	Milton Prosser	Judy McNair	J Foster	Norma Schopp
1986	Doug Kennedy	Milton Prosser	Barry Maslin	Alan Driver	Norma Schopp
1987	Doug Kennedy	Geoff Glynn-Roe	Barry Maslin	Alan Driver	Norma Schopp
1988	Geoff Glynn-Roe	Milton Prosser	Barry Maslin	Alan Driver	Norma Schopp
1989	Geoff Glynn-Roe	Ross Bryant	Barry Maslin	Alan Driver	Norma Schopp
1990	Ross Bryant	Geoff Glynn-Roe	Lyn Kennedy	Alan Driver	Norma Schopp
1991	Ross Bryant	Doug Kennedy	Lyn Kennedy	Alan Driver	Norma Schopp
1992	Ross Bryant	Doug Kennedy	Lyn Kennedy	Alan Driver	Norma Schopp
1993	Jim McLachlan	Ross Bryant	Ross Fleming	Alan Driver	Norma Schopp
1994	Jim McLachlan	Ross Bryant	Ross Fleming	Alan Driver	Tim Smeaton / Alan Martin
1995	Ross Bryant	Ray Miels	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
1996	Ray Miels	Ross Bryant	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
1997	Ray Miels	Kevin Williams	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
1998	Kevin Williams	Ray Miels	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
1999	Kevin Williams	Brenton Hamilton	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
2000	Brenton Hamilton	Kevin Williams	Ross Fleming	Alan Driver	Tim Smeaton / Richard Tapp
2001	Brenton Hamilton	Chris Howes	Ross Fleming	Alan Driver	Richard Tapp
2002	Chris Howes	Brenton Hamilton	Ross Fleming	Alan Driver	Richard Tapp
2003	Chris Howes	Ken Barnes	Ross Fleming	Alan Driver	Richard Tapp

FEDERATION OF HISTORIC MOTORING CLUBS

FHMC President's Report

In opening this report I must first acknowledge and thank Alan Pickering (Secretary), David Searles (Treasurer), Arthur Doecke (Vice President) and Brian Davey (Log Book and Historic Registration Officer) for their support, hard work and forbearance in what has been a tumultuous period in the history of the Federation. I also owe Alan a sincere apology for not presenting a written report for the year 2002, despite his constant reminders.

Alan and David have complete their term of office tonight. They have both indicated their willingness to serve a second term, as allowed by our constitution.

The Federation has continued to grow over the last two years, to the point where more than 90% of the clubs recognised for Historic Registration are now members, and every meeting brings new applications. This growth, along with the review of the guidelines for historic registration and the upheaval in the insurance industry have provided some serious challenges to the executive, and to the members of the Federation. That we have been able to meet those challenges vindicates the decision taken in 2001 to expand the executive.

There have been two seminars held to discuss the issues of guidelines and insurance as well as risk management and traffic control. We have made considerable progress in establishing acceptable guidelines which must be fairly close to the mark as the complaints that they are too strict are nearly matched by complaints that they too lax. There have been several anomalies found which have been addressed in the short term by correspondence and will be incorporated in further revisions of the guidelines. Unfortunately we have not had the same success with public liability insurance. The first proposal we had arranged lost credibility when the insurer's representative failed to appear at our last seminar. Needless to say we abandoned any further discussions with this group and have opened negotiations with another broker who will have a proposal to put forward at a mini seminar on the 30th of August that should meet the needs of our members and the Federation itself. This particular broker has put together and established similar cover for the four wheel drive clubs of Australia.

During the discussions about the guidelines for historic vehicles it became evident that there was no clear and universally accepted definition of an Historic Vehicle, and those that were put forward were nearly all technically based with only vague references to the heritage aspect. The executive has approached Jon Chittleborough, former Curator and Director of the National Motor Museum, to prepare a study on this subject. Given Jon's academic background and current role with the National Heritage Protection, his work

should provide a credible and authoritative background for any further discussions on this subject, both within our membership and with government agencies.

The West Coast Wander certainly met its objectives in taking the Federation to its remote constituents, promoting the Federation and Historic Motoring and giving all who participated a wonderful time. Its success was almost entirely due to the hard work of Arthur Doecke and Joy Watson, I thank them both on behalf of all those who took part. The Executive has offered Joy the Chair of the sub committee responsible for organising our next venture to the South East in 2005. I am pleased that she has accepted the offer and I am looking forward to another wonderful journey.

The Bay to Birdwood events, both the "Run" and the "Classic" seem to reflect the trends in historic motoring, with the "Run" showing a gentle decline in entry numbers and the "Classic" numbers increasing at an alarming rate. This year's numbers look set to exceed all records for either event, which should present a worthwhile challenge to the organisers.

This trend to later vehicles has been a concern to club executives and to the national body for some time. It is driven in part by the increasing age of owners of the older vehicles, the difficulty in maintaining them in a drivable condition, and the availability of later vehicles at an affordable price. It is certainly the subject of study at national meetings. If any worthwhile conclusions are reached at this year's meeting they will be reported back to the membership.

It is South Australia's turn to host the AGM of the AHMF (National Body). Normally held in mid August, this year it has been deferred to the weekend of 28th September, thereby giving interstate delegates an opportunity to take part in the Bay to Birdwood Classic. This means that the business of the meeting, which is normally spread over two days, will have to be concluded in one very long day.

In closing, there is a misconception that the Federation and its executive has desire to control the affairs of its members. Those of you who have taken an active interest know that no thought could be further from the truth. The Federation's sole function is to promote the interests of its members either by activities such as the West Coast Wander and the Bay to Birdwood or by direct lobbying of government agencies. The only interest taken in a club's internal affairs is as an advisor or conciliator, and only at the request of the member club/s concerned.

I take this opportunity to thank all the delegates and club members who have supported the executive and me over the past two years.

Arthur Clisby

NOT-SO-TECHNICAL FORUM

Dick's Oil Change

Dick's Oil Change in 50 Easy Steps.

(as told to Chip Thomas)

1. Wait until Saturday, drive to auto parts store and buy a case of oil, oil filter, kitty litter, and hand cleaner, write a check for \$50.00.
2. Stop by the pub and buy a case of beer, write a check for \$25.00, drive home.
3. Open a beer and drink it.
4. Jack car up. Spend 30 minutes looking for jack stands.
5. Find jack stands under parts from Ajax Motors.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 11/16" ring spanner.
9. Give up and use adjustable spanner.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil: splash hot oil on face and arms in process, swear.
12. Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
13. Have another beer while watching oil drain.
14. Spend 30 minutes looking for oil filter wrench.
15. Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
16. Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among garbage in garbage can to avoid environmental penalties. Drink a beer.
17. Graham Bailey shows up; finish case of beer with him. Decide to finish oil change tomorrow so you can go see the bits he just bought.
18. Sunday: Skip church because "I gotta finish the oil change". Drag pan full of old oil from underneath car. Cleverly dump oil in hole in back yard instead of taking it to recycle.
19. Throw kitty litter on oil spilled during step 18.
20. Beer. No, drank it all yesterday.
21. Walk to pub; buy beer.
22. Install new oil filter making sure to apply a thin coat of oil to surface.
23. Dump first quart of fresh oil into engine.
24. Remember drain plug from step 11.
25. Hurry to find drain plug in drain pan.
26. Remember that the used oil is buried in a hole in the back yard along with drain plug.
27. Drink beer.
28. Shovel out hole and sift oily mud for drain plug. Re-shovel oily patch of ground to avoid EPA penalties. Wash drain plug in lawn mower petrol
29. Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
30. Drink beer.
31. Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid adjustable wrench tightening drain plug and bang knuckles on frame.
32. Bang head on floorboards in reaction to step 31.
33. Begin swearing fit
34. Throw stupid adjustable spanner against the wall
35. Swear for additional 10 minutes because wrench hit Miss August (1963). (remember this is Dicks garage)
36. More beer.
37. Clean up hands and forehead and bandage as required to stop blood flow.
38. Beer.
39. Beer.

NOT-SO-TECHNICAL FORUM

Dick's Oil Change (Ctd)

- | | |
|---|--|
| <p>40. Beer</p> <p>41. Beer.</p> <p>42. Lower car from jack stands.</p> <p>43. Accidentally crush remaining case of new motor oil.</p> <p>44. Move car back to apply more kitty litter to fresh oil spilled during steps 23-43.</p> <p>45. Beer.</p> <p>46. Test drive car.</p> | <p>47. Get pulled over: arrested for driving under the influence.</p> <p>48. Car gets impounded.</p> <p>49. Call Judy, make bail.</p> <p>50. 12 hours later, get car from impound yard.</p> <p>Money spent: Parts \$50 / DUI \$2,500 / Impound fee \$75/ Bail \$1500 / Beer \$50 / Total - \$4,175</p> <p>But Dick knew the job was done right</p> |
|---|--|

I Can't Believe That we Made It!

If you lived as a child in the 40's or 50's, looking back it's hard to believe we have lived as long as we have.

As children we rode in cars with no seat belts or air bags. Riding in the back of a ute on a warm day was always a special treat. Our cots were covered with bright coloured lead-based paint. We had no childproof medicine bottles, doors or cupboards and when we rode our bikes we had no helmets. We drank water from the garden hose and not from a bottle. Horrors!

We would spend hours building go-carts out of scraps and then ride down the hill, only to find out we forgot the brakes. After running into the bushes a few times we learned to solve the problem.

We left home in the morning and played all day, as long as we were back when the street lights came on. No-one was able to reach us all day. No mobile phones. Unthinkable! We got cut and broke bones and teeth and there were no law suits from these accidents. They were accidents. No-one was to blame but us. Remember accidents? We had fights and punched each other and got black and blue and learned to get over it.

We ate patty cakes, bread and butter and drank cordial, but we were never overweight or 'hyperactive' We were always outside playing. We shared one drink with four friends, from one bottle and no-one died from this.

We did not have Playstations, Nintendo, X-Boxes, video games, 65 channels on pay TV, video tape movies, surround sound, personal mobile phones,

computers, internet chat rooms ... we had friends. We went outside and found them. We rode bikes or walked to a friend's home and knocked on the door and talked to them ... Imagine such a thing without asking a parent! By ourselves! Out there in the cold cruel world! Without a guardian ... how did we do it?

We made up games with sticks and tennis balls and ate worms and, although we were told it would happen, we did not put out many eyes, nor did the worms live inside us forever.

Footy and netball had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Some students weren't as smart as others so they failed a grade and were held back to repeat the same grade. Tests were not adjusted for any reason.

Our actions were our own. Consequences were expected. No-one to hide behind. The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law - imagine that!

This generation has produced some of the best risk-takers, problem-solvers and inventors ever. The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility and we learned how to deal with it all. We survived! Congratulations!

(Submitted by Norma Schopp — copied from Clare Neighbourhood Watch Newsletter - original author unknown)

NOT-SO-TECHNICAL FORUM

Understanding Haynes Manuals

For those of us that have ever used a Haynes Manual in attempting home maintenance of a car. For those who have not used a Haynes Manual, these are the books aimed at car-owners who want to fix their own cars and which keep qualified mechanics in paid employment putting things right afterwards. They are chock full of photos, diagrams and step-by-step instructions which are obvious if you are a fully qualified motor mechanic, but which are frighteningly sparse on detail for the average Joe in the street who wants to change a set of spark plugs on a 1981 VW Polo.

Haynes: Rotate anticlockwise. Translation: Clamp with mole-grips (adjustable wrench) then beat repeatedly with hammer anticlockwise. You do know which way is anticlockwise, don't you?

Haynes: Should remove easily. Translation: Will be corroded into place ... clamp with adjustable wrench then beat repeatedly with a hammer.

Haynes: This is a snug fit. Translation: You will skin your knuckles! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: This is a tight fit. Translation: Not a hope in hell matey! ... Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: As described in Chapter 7... Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.

Haynes: Pry... Translation: Hammer a screwdriver into ...

Haynes: Undo.. Translation: Go buy a tin of WD40 (catering size).

Haynes: Ease ... Translation: Apply superhuman strength to ...

Haynes: Retain tiny spring... Translation: "Jeez what was that, it nearly had my eye out"!

Haynes: Press and rotate to remove bulb... Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part and remaining glass shards.

Haynes: Lightly ... Translation: Start off lightly and build up till the veins on your forehead are throbbing then re-check the manual because what you are doing now cannot be considered "lightly".

Haynes: Weekly checks... Translation: If it isn't broken don't fix it!

Haynes: Routine maintenance... Translation: If it isn't broken... it's about to be!

Haynes: One spanner rating (simple). Translation: Your Mum could do this ... so how did you manage to botch it up?

Haynes: Two spanner rating. Translation: Now you may think that you can do this because two is a low, tiny, little number... but you also thought that the wiring diagram was a map of the Tokyo underground (in fact that would have been more use to you).

Haynes: Three spanner rating (intermediate). Translation: Make sure you won't need your car for a couple of days and that your AA cover includes Home Start.

Haynes: Four spanner rating. Translation: You are seriously considering this aren't you, you pleb!

Haynes: Five spanner rating (expert). Translation: OK - but don't expect us to ride in it afterwards!!! Translation #2: Don't ever carry your loved ones in it again and don't mention it to your insurance company.

Haynes: If not, you can fabricate your own special tool like this... Translation: Hahahahahahhaahahahahahahahaha!!!!

Haynes: Compress... Translation: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search for it in the dark corner of the garage whilst muttering "bugger" repeatedly under your breath.

Haynes: Inspect... Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"!

Haynes: Carefully... Translation: You are about to cut yourself!

Haynes: Retaining nut... Translation: Yes, that's it, that big spherical blob of rust.

Haynes: Get an assistant... Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Turning the engine will be easier with the spark plugs removed. Translation: However, starting the engine afterwards will be much harder. Once that sinking feeling in the pit of your stomach has subsided, you can start to feel deeply ashamed as you gingerly refit the spark plugs.

NOT-SO-TECHNICAL FORUM

Understanding Haynes Manuals ctd

Haynes: Refitting is the reverse sequence to removal. Translation: But you swear in different places.

Haynes: Prise away plastic locating pegs... Translation: Snap off ...

Haynes: Using a suitable drift or pin-punch... Translation: The biggest nail in your tool box isn't a suitable drift!

Haynes: Everyday toolkit Translation: Ensure you have an RAC Card & Mobile Phone

Haynes: Apply moderate heat... Translation: Placing your mouth near it and huffing isn't moderate heat. Translation #2: Heat up until glowing red, if it still doesn't come undone use a hacksaw.

Haynes: Apply heat... Translation: Unless you have a blast furnace, don't bother. Clamp with adjustable wrench then beat repeatedly with hammer.

Haynes: Index Translation: List of all the things in the book bar the thing you want to do!

Haynes: Remove oil filter using an oil filter chain wrench or length of bicycle chain. Translation: Stick a screwdriver through it and beat handle repeatedly with a hammer.

Haynes: Replace old gasket with a new one. Translation: I know I've got a tube of Crazy Glue around here somewhere.

Haynes: Grease well before refitting. Translation: Spend an hour searching for your tub of grease before chancing upon a bottle of washing-up liquid (dish soap). Wipe some congealed washing up liquid from the dispenser nozzle and use that since it's got a similar texture and will probably get you to Halfords to buy some Castrol grease.

Haynes: See illustration for details Translation: None of the illustrations notes will match the pictured exploded, numbered parts. The unit illustrated is from a previous or variant model. The actual location of the unit is never given. The best one I encountered was how to change a brake sensor in a Ford Fiesta Popular Plus. The photo showing the location of the unit failed to mention the crucial detail of whether the item was located in the engine compartment or inside the car ... and the helpful photo of what the thing looked like didn't give the reader any clues!

THE CONDENSED HAYNES MANUAL

All makes and models post 2000

For a modern car chock full of electronics, all that's in the Haynes Manual (aka "The Haynes Bumper Book of Jokes") is: Routine Service: Take it to a main dealer and hand over a large amount of cash.

Advanced Service: Open the bonnet. Decide all that stuff is far too scary. Proceed with routine service (see above).

HAYNES GUIDE TO TOOLS OF THE TRADE

HAMMER: Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board

principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

MOLE-GRIPS/ADJUSTABLE WRENCH: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake-drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for for the last 15 minutes.

NOT-SO-TECHNICAL FORUM

Understanding Haynes Manuals ctd

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "F...."

HYDRAULIC FLOOR JACK: Used for lowering car to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front wing (fender).

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbour to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease build-up.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

INSPECTION LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate

as 105-mm howitzer shells during the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a fossil-fuel burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 30 years ago by someone in Dagenham, and rounds them off.

PRY (CROW) BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

HAYNES GUIDE TO CARING FOR BABIES

The latest Haynes book is a how-to guide to caring for babies. Like cars, both need plenty of loving care and regular checks, have a habit of playing up at the worst possible moments, and produce toxic emissions. The similarities between cars and babies are clear. Knowing the "accuracy" of Haynes manuals there are likely to be a few screwed-up kids in a few years time. An example is when I had to replace the switch cluster for the indicators, lights etc on the Escort.

According to the Haynes manual:

- 1 Disconnect battery leads and leave for half an hour
- 2 Remove top and bottom steering column cowling
- 3 Remove the two retaining bolts for the air bag behind the steering wheel (pig of a job)
- 4 Short out the airbag capacitor and disconnect the connector
- 5 Withdraw the airbag assembly (may require some firm handling - i.e. it's like wrestling with a pig)
- 6 Undo the steering wheel retaining nut and withdraw the steering wheel
- 7 Disconnect the lighting yoke connectors
- 8 Remove the switch yoke retaining screw

NOT-SO-TECHNICAL FORUM

Understanding Haynes Manuals

9 Withdraw the lighting yoke.

Reassembly is the reverse of the above steps.

After stuffing about with the above. I realised that all that is actually required is to remove the top cowling, take off the connectors, undo the top screw and pull it out. I worry for new fathers.

CONCISE GUIDE TO THE HAYNES MAN MANUAL

Haynes, which has produced detailed guides on how to maintain almost every kind of car, launched a new manual: Man, 120,000BC to Present Day, all models, shapes, sizes and colours. It includes chapters such as Roadside Repairs (first aid), the Engine (heart and lungs).

No, it wasn't a joke. It's a way to get men to look after their bodies as well as they look after their cars. It can be bought in Halfords and other car spares shops alongside the Haynes car manuals. No doubt women will buy copies for their menfolk as "novelty" presents - but it's a novelty present with a serious message.

It's the result of a collaboration between Haynes and Men's Health Forum and sponsored by drug group Lilly ICOS. Dr Ian Banks said "We've struggled for years to create health information that men can really relate to and I think we've cracked it - when I was approached with the idea it just seemed so obvious I couldn't understand why it hadn't been thought of before."

Based on the "Real Meanings" above, we can expect to see:

Haynes Man Manual: Moderate exercise will keep your cardiovascular system ticking over.
Translation: The daily walk to the pub may help

your heart and lungs, but may increase wear and tear on your liver.

Haynes Man Manual: Eat at least one portion from each of the major food groups daily. Translation: Beer is not one of the major food groups.

Haynes Man Manual: Drink plenty of fluids to keep kidneys flushed. 8 medium glasses of water-based drink are recommended. Translation: 8 bottles of Bud Ice is not a substitute for water, despite tasting the same.

Haynes Man Manual: Increase fibre content of diet over a period of weeks to allow your digestive system to adjust. Translation: Sudden switch over from low fibre fuel to high fibre fuel will cause emission problems.

Haynes Man Manual: Remove gland, tie off blood vessels, clean and refit, reattaching blood vessels using micro-sutures. Translation: A drunken bet involving a hobby knife, croc clips and a high pain threshold are no substitute for a trained anaesthetist and qualified surgeon you nut!

Haynes Man Manual: Rating: Five scalpels (expert) Translation: Having every episode of "Casualty" or "ER" on DVD does not make you an expert.

Haynes Man Manual: Open synovial sheath, bleed synovial fluid, carefully dis-articulate joint, scrape cartilage overgrowth from ball section, vacuuming up debris to prevent friction damage to articulating surfaces. Re-seat all parts, with special attention to the patella, and re-articulate joint. Close synovial sheath and top up synovial fluid level. Translation: Don't even think about it unless you are qualified to perform keyhole surgery on knee joints ...

Source: DRAGONQUEENS HUMOR & STORY SITE
<http://www.shartwell.freeserve.co.uk/humor-site/real-haynes.htm>

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1937 Dodge sedan, excellent runner, original leather interior. Brian 0412 497 772

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5x 6.50-70x15 tubes. \$20 the lot. 1 rear Venetian blind, original condition, to fit 1954-56 Dodge, De Soto or Plymouth. \$50. B. Hamilton 8387 0419

1958 Chrysler Royal sedan, pink V8 engine (not running). It has been stripped ready for restoration with most of the parts here, except the roof which was removed before we bought it. Also the two rear doors have been welded to convert the car to a coupe. It can be sold with or without the engine. All offers over \$1,000 will be considered. Will 0412 815 232

"S" series Valiant, colour red, manual with Impala straight line shifter. 7" Auger mags as new tyres, body is straight all panels are straight, motor, gearbox, diff all running in good



condition. \$3,000 ono. Bob 8280 9904

AP6 1965 Excellent original condition, original paint and full service books from new, white wall tyres excellent interior, no rust, rego VCE.876 \$5,500 ono contact Paul Bastian 0412 097 444.

VC Valiant parts, good straight doors \$45 ea, good straight bonnets \$45 ea, reasonable condition bumpers \$25 ea, manifold no cracks \$30 ea, boot lids \$25 ea, starter motors \$25 ea, good grills \$30 ea, sedan tail lights \$30 ea, original heater in cables dash panel and instrument cluster \$45 complete, auto steering wheel column \$45, steering wheel complete in good condition \$50, other parts from \$5 Wayne 8285 8072 ah

1965 Chrysler Windsor sedan, genuine 30,200 miles, v8, auto, power steer, tinted glass, factory PB radio, LHD. Has all hand and service book. Engine # AC1629092 Brenton Hamilton 8387 0419

1968 VE Valiant sedan 225 slant 6, 1969 VF Valiant sedan 225 slant 6, 1970 VG Valiant sedan 245 Hemi, 3 manual gearboxes (1 reasonable, 1 needs bearings, 1 suitable for parts), 2 complete diffs, 4 slant 6 motors, conditions variable plus sundry other parts. The VF and VG are complete and were in running order, they have a bit of rust but are suitable for restoring. The VF motor and gearbox have both been rebuilt. The VE motor has also been rebuilt. The VG motor has never been touched. Open to offers. Denise and George Drury 8668 4286 (Wirrabara)

1973 VJ E49 4 speed 6 pack hemi Charger coupe. 73,000 miles, nice condition. Engine number prefix is D346D and ID tag option codes begin with E49 indicating 302 hp 6 pack engine and drive train option. M Brocksopp, Tasmania 0419 135 191

1975 Galant, WHO-127 \$1500 ph 8188 1119

1984 Toyota Landcruiser Sahara, petrol/gas (cheap to run, about 1000 km range) Quartz Halogen headlamps, alloy roof bar, extractors, chrome 80 series rims + 5 mags to suit. Seats 8 on sheepskin covers. Offers around \$12,000 Graham Bailey 8264 2261

WANTED

550x18 tyres, John Webb, 8297 5476

Accessories to "re-dress" a replica of rev John Flynn's Dodge buckboard, such as an old swag and canvas, blackened billies, Vacuum Oil (or similar) wooden crates for carrying fuel on a running board and long wooden poles that could be used as aerials in experiments leading to the development of the pedal wireless. Frontier Services Office 8236 4231

1934 Plymouth grille insert to either buy or borrow for my 34 Plymouth roadster pickup. Stewart Fuchs Ph. 8389 9096

1936 LC Dodge pictures showing the seats in the utility tray (refer photo without seats!). Arthur Stancombe (07) 4097 6397

Dodge 1946/48 sedan, wanted the centre section of the chrome horn ring, the word DODGE is in silver block letters on a black background. 2 7/8" diameter with 4 flanges which fit onto 4 3/16" diameter pegs on the chrome centre housing. Norman Chester 08 9291 6767

1959 Plymouth Belvedere hub caps. Garry Williams 8353 0027

AP6 273 ci V8 air-cleaner. Ross Trigg 8270 1329

Hillman Hustler, GT or 660 wanted. Any condition. Adam Lochhead. 8265 2625

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