



THE

CHRYSLER

COLLECTOR



Number 150

January / February 2004

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

No meeting in January!

11 February 2004

AGM

18 February

Committee meeting

10 March 2004

Vehicle Registration Night +
guest speaker Michael Wright —
Police Forensic

14 April 2004

Club Meeting

12 May 2004

Animal Welfare League—please
bring an item of dog or cat food

CLUB RUNS / EVENTS

25 January 2004

Ray Miels Breakfast Run (Chris
Howes)

8 February 2004

Vehicle Registration Day at Club
rooms

13 February 2004

Trots Night – Globe Derby (Ross
Fleming)

14 March 2004

Twilight Run – Dick & Judy Hart

18 April 2004

Observation Run (Wayne
Bartlett)

23 May 2003

Chop Picnic—Judy Hart

INVITATION/OTHER CLUBS' EVENTS

23-26 January 2004

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

8 February 2004

Picnic at Hanging Rock—Victoria

15 February 2004

All American Day—Immanuel
College

28 February 2004

All Chrysler Mega Cruise—Le
Cornus 10 am

29 February 2004

All Chrysler Day — Paterson
Reserve, Felixstowe.

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

28 March 2004

Rock & Roll Rendezvous

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

15-17 May 2004

Shannons 2004 Meguiars Motorex
— Wayville

17-21 May 2004

Dodge 4 National Rally—
Toowoomba Qld

26 September to 2 October 2004

10th National Chrysler Rally
Geelong Victoria. Lorraine
Beythien has entry forms.

September 2005

Veteran National Hub Tour, Darling
Downs Qld

2005

Federation of Historic Motoring
Clubs SA SE Saunter

*[Events Co-ordinator has forms
except where otherwise noted]*

SWAP MEETS

18 January 2004

Hahndorf

15 February 2004

Murray Bridge

20-22 February 2004

Ballarat

7 March 2004

Campbelltown; and
Chryslers by the Bay Show and
Shine and Swap Meet, Geelong
Grammar School, Corio Vic

14 March 2004

All Car Day Rally / Swap Meet—
Virginia Raceway

21 March 2004

Clare

25 July 2004

Angle Park

8-10 October 2004

Broken Hill

13-14 November 2004

Bendigo

Welcome to New Members

Jeffrey James

1938 Plymouth P6

Robert & Donna Bermington

1962 Valiant

Mildura

1948 Plymouth P15

Burton

Charlie Madden

Bristol

Christopher Davies

Dodge Phoenix

West Beach

Dover Gardens

Pud & Marg Tonkin

1930 Chrysler 70

Broken Hill

1958 Chrysler Royal

Cover Photo

Dave and Gaye Aylett's 1940 Plymouth P9 sedan — *photo Richard Tapp*

COMING EVENTS

Ray Miels Memorial Breakfast Run

Sunday, 25 January 2004

Meet at the club rooms Clarke Avenue Glandore 7 am for a 7.30 start. A twenty minute drive will bring us to our beachfront venue; so bring your swimmers!

Two electric BBQs are available, as are shade and toilets.

Come and enjoy the fun

If the weather is inclement we will use the Glandore facilities and you can pretend you went on a run.

Chris Howes
8165 3971

Registration Day

Sunday 8th February

At the club rooms Clarke Avenue Glandore 10 am to 2 pm. The club will provide a sausage sizzle and all you need to do is bring your Log Book and current registration papers.

You will need to be a current financial member, so bring your money and membership renewal form, which you will find in this magazine. Please don't forget it, as last year we had a number of issues relating to current members filling

in blank forms without their vehicle details included, and hence not being included in the register.

This is not a compulsory event and you can renew your membership at the February or March meetings if you so desire, there still remains the option to mail in your renewal as we have done in past years.

Chris Howes
8165 3971

Globe Derby Park

Saturday, 13 February 2004

For those members attending the night at the "Trots", meet at the entrance of Globe Derby Park at 5:30 pm on Saturday evening, 13 February 2004. Thank you to those who have put their name on the list.

The entry fee for the evening will be waived for club members on Ross's list. Please bring your historic vehicle

to display— but note that there are space limitations.

There is a reasonably priced bistro plus fast foods and refreshments. Come and enjoy a pleasant summer night and have a bit of a flutter and some fun at the same time. More details available at the AGM.

Ross Fleming
8356 9391

Twilight Run

Saturday 13 March 2004

Meet at Le Cornu's carpark on Anzac Highway in time to leave by 6.30 p.m. You may walk across to Hungry Jacks or KFC for a take-away if you like that sort of thing, otherwise have your tea before you leave. SUPPER will be supplied at a cost of \$5 per head (this is not a meal).

Numbers will be taken at the March meeting, but if you wont be attending this, please ring me if you will be on the run.

Judy Hart
8337 7887

PADARC Rally

Weekend 15-17 May 2004

CRCASA members have been invited to attend the 10th Biennial Rally and 20th Anniversary celebrations of the Pirie and Districts Automotive Restorer's Club Inc.

Accommodation for the weekend is scare, but I have 4

cabins that will accommodate up to 6 people (2 already booked) and 8 powered sites booked. Members who intend helping make this Anniversary Rally a success and require accommodation or information please contact me.

Brenton Hamilton
8387 0419

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. Entries close 1 March 2004.

A range of accommodation is available. Preference is give to those who have their entry forms in first.

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

FROM THE COMMITTEE

President's Message

Welcome to the New Year with a hope that you all enjoyed the Festive Season to the full.

This will be my last report as President as my two year term will end at the February Annual General meeting.

As I reflect on the past two years; uppermost in my mind is the unfailing help and assistance provided by the Committee members I had the privilege of serving with. It is most encouraging to think that without fear or favour, I could at any time call upon these dedicated members to help with any of the club's issues and know that they would be taken care of without hesitation.

Our club calendar kicks off with the ever popular Breakfast run on the January long weekend, followed by the second of our Vehicle Registration days at the club rooms on February 8th, more detailed information can be found elsewhere in the magazine. The first quarter's events are well and truly taken care of, but if you have some ideas for the remainder of the year, please forward

them to the committee.

With committees in mind, it is time to look around at those members that you consider would be capable of helping run the club for the next twelve months. There are no particular skills required, you don't need to know the "bore & stroke" of a 1938 Dodge or the wheel diameter of an S series Valiant; within our membership we already have those people; all that we require from a committee person is that they be enthusiastic and willing to help or promote ideas for the club to flourish. Give it some thought as the club is only as good as the committee you elect.

In closing, I wish your new President and incoming committee every success and feel certain that they will enjoy the benefits of your support throughout the year.

Happy and Safe Motoring

Chris Howes

Secretary's Jottings

Well, we are into 2004 already with all the usual celebrations, parties, holiday trips etc. all on hold for yet another year! We hope you are all refreshed for the coming busy program for 2004.

Once again we will be into another National Chrysler Rally, this time in Victoria at Geelong. This will keep a few folks busy with getting their new restoration project being finished in time!

The Annual Christmas picnic was once again a great success with special thanks to the Wormalds and their band of helpers. Father Xmas must have felt doubly opulent in the De Soto Eight Snowmobile!!

The December Meeting and Xmas supper was well attended, with long time member Ross Bryant being presented with Life Membership of this Club. Ross is the first male recipient of this award, the previous awardees being Norma Schopp and Judy Hart, both long serving members, who still contribute to the success of the Club. Well done Ross, and well deserved. Life membership to any Club is an honour, and the low number of life members in this Club is a measure of the esteem to which

this award is held.

By this time the Ray Miels Memorial Breakfast Run may have been already held. What a way to start off the new club year! In February we have the AGM, with an evening run to Globe Derby Park on Sat 14th. We have a goodly number on the list for this evening.

Short and sweet this jotting may be, lets hope there are no errors in it! Our Editor, Richard has enough to do without correcting my errors!!. Don't forget, he can always do with additional articles for the magazine

Bye for now - the best for the New Year

Ross F

P.S. I thought that the attendance by club members at the recent funeral of our esteemed member Alan Toull was excellent. Alan's untimely death, particularly for a man who looked after his health so well, would have come as a great surprise to those who knew him. He was a man of many talents, one of which was his ability to create superb paintings of both landscapes and historic vehicles. Those members who have a painting of their vehicle by Alan have a treasure and a lasting memory of him.

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Judy Hart, Brenton and Norma Hamilton, Lorraine and Trevor Beythien, Ray & Noel Cowie, tim Smeaton and Lee Exline.

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

WEBSITE

See page 20 for a more detailed outline of website developments. In summary there have now been 6,053 visits to our web site (533 since last issue) and 1,520 visits to the magazine download page (199 since last issue).

Richard Tapp

CLUB NOTES

Historic Registration

The club's financial year ended on 31 December 2003 and renewals are due from 1 January 2004.

The constitution provides that members who have not renewed their membership by 31 March will cease to be a financial member of the club.

If you have Conditionally Registered Historic Vehicles (Historic Registration), unless you have joined another club and they have issued a log book, your vehicle's registration will cease to be effective after 31 March, irrespective of the date on your windscreen sticker.

This is because you will be in breach of the condition of registration that requires you to be a financial member of the club that issued your log book.

The club is required to (and will) notify Transport SA where the holder of a log book does not renew their club membership.

If you are not renewing your membership with this club you should arrange with Dave Aylett to cancel all log books issued to you by this club.

If you don't renew your membership with this club or if you arrange for your log books to be cancelled, obviously you must not drive the affected vehicles until you have made alternative arrangements.

Membership renewal notices are included with this January/February issue of the Chrysler Collector. Fees are slightly increased as previously advised.

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

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

elsewhere in the magazine.

OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

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

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

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

OPTIONAL LOGBOOK UPDATE PROCEDURE #3

You may also renew your membership by posting only the renewal and payment to the club's post office box or by making payment to the Treasurer at a club meeting. You should then bring your logbooks to the MARCH meeting (not February — which is the AGM) and queue up at that meeting.

Restoration Services Directory

This is printed every two years, in conjunction with the Register of Members and Register of Member's Vehicles.

However, the information needs to be updated constantly, as information becomes available. The updated register will be available from the

club website, between biennial printing.

If you become aware of a supplier who should be added to the directory, removed from the directory or whose details need to be updated, let me know. Otherwise the usefulness of the directory will steadily deteriorate.

The updated version on the website is September 2003.

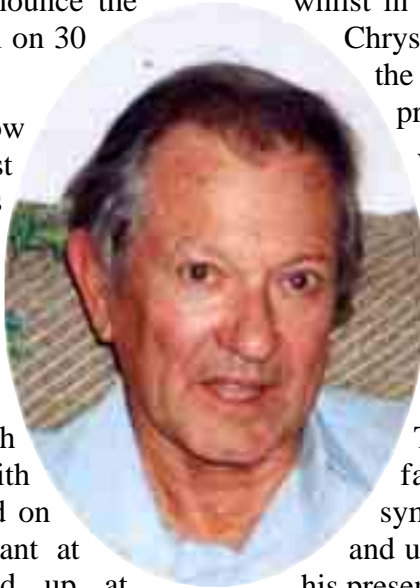
CLUB NOTES

Vale Alan Toull

It is with deep regret that we announce the sudden passing away of Alan Toull on 30 December 2003.

To those of you who did not know Alan, he was the very talented artist whose portraits of member's cars have graced the cover of our magazine over the past year or so. His talent for bringing to life those vehicles he portrayed will be sadly missed.

Alan had a long association with Chrysler products; first starting with Waymouth Motors, he then moved on to the Chrysler manufacturing plant at Keswick and ultimately finished up at Tonsley Park. He travelled extensively overseas



whilst in the course of his employment with Chrysler and was heavily involved with the manufacturing schedules on the production line.

We are privileged to have had such a close association with this wonderfully talented man; his legacy will remain with us through his paintings and we are ever grateful for his efforts in preserving our history.

To his wife Jenny and the extended family we extend our deepest sympathies at the passing of this quiet and unassuming man who graced us with his presence

Chris Howes

Photos: Above: Alan Toull; Right: Alan, Jennifer and their 1929 Essex Challenger sedan on the day of their daughter's wedding.



Below are paintings of Chrysler vehicles by Alan Toull that we used as cover photos during 2002. Top row, from left to right: 1927 Chrysler, 1929 Dodge, 1935 Dodge; Below, bottom row, from left to right: 1940 Plymouth, 1948 Dodge, 1955 De Soto



PAST EVENTS

CCC Run

8 November 2003

The Mercedes Benz club hosted the biennial CCC run. We are all met at Price Memorial Oval at Hawthorn for morning tea and an 11 AM start. When we arrived cars were parked all around the oval and everyone was wandering around chatting and looking at the large variety of vehicles; over 80 cars went on the run.

When we left, we headed along Cross Road and up through the Heyson Tunnel to Crafers, then to Uraidla through the Piccadilly Valley, on through Forest Range to Lenswood, Lobethal and the strawberry farm at Kenton Valley. It was a very busy spot as everyone waited to buy strawberries for lunch.

We were lucky to get ours as some people missed out. It had been a cool late season and the fruit was late in ripening. The shop also sold home-made jams, chutneys and pies and they

cater for groups and individuals for lunch and Devonshire teas. They also have a very pretty garden and a creek walk; a lovely spot for an afternoon drive.

We left there and drove through Gumeracha and past Millbrook Reservoir to Inglewood then through Houghton to our lunch stop at the Foxfield Oval at Athelstone. The hills drive was very pretty, everywhere was green and the gardens were full of spring and early summer flowers. How lucky are we to have such beautiful rural scenery to enjoy so close to home.

We all enjoyed a perfect lunch and our strawberries and cream. It was a very pretty run and a chance to catch up with people from other clubs. There were about 12 cars from Club on the run and we are all enjoyed a lovely day.

Norma Hamilton

Christmas Picnic

THE DAY SANTA CAME TO THE CHILDREN IN THE CHRYSLER RESTORERS CLUB

The day was nice and warm as it should be for an Aussie Christmas.

The shaded area at Black Hill Conservation Park is just the spot for a picnic, everyone can share the shade.

The adults were as excited as the children. The looks on the children's faces were enough to make Santa happy. And he looked so good in the Blue and Red Desoto.

The jolly old fellow handed out gifts and lollies to the children who were delighted.

Father Christmas' helper Joan, had worked with Santa all year to arrange this day and had some great races for the children, who were very eager to participate.

The lunch was spectacular with so many different types of salads, we should get the recipes put together for all to use.

Another great day and many many thanks to the Wormalds for a fantastic day.

Lorraine Beythien



PAST EVENTS

Our First Swap Meet

It was with some excitement and a small list that Rae and I set off on Thursday morning for our first swap meet at Bendigo. Having been told many times how great it was we looked forward to finding some bargains for our much loved old cars.

Our intention was to arrive at the caravan park on Friday morning, book in and check out the town and get our bearings, go to the meet on Saturday and then spend another 3 to 4 days looking at the local attractions. It was a good plan but like all good plans it was subject to change.

When we left home on Thursday the weather was fine, Friday was hotter (32 deg), Saturday was bloody hot, 39.5 deg (the 6th hottest November day for over 100 years); just our luck.

We arrived on site at 7:00 am and walked around looking for the items on my list. Talk about looking for a needle in a haystack. I was absolutely gob smacked by the immense size of the meet and the number of sites. I did manage to find some of the items I had listed but by 1:00 pm both Rae and I decided to call it quits; we were beat. We duly retreated to our air-conditioned van to recover and re-hydrate.

On Sunday we went into Bendigo to see the sites (markets and quilting shops etc) and then we took off for Maryborough. We had been invited to visit friends of the family George & Joyce Johnson to have a look at his collection of cars etc. All I can say is "WOW".

George has a wonderful collection of cars, bikes, stationary engines, tractors, and a steamroller, all housed in a purpose built shed, (approx 60 ft x 100 ft) fully insulated at a cost of \$25,000. The collection reads like this.

He has his first 2-wheel bike (still in good nick) with solid rubber tires. His first motorbike, a Rudge. His father's 1939 Vauxhall Senior, fully restored. A 1926 Studebaker Duplex Tourer restored to concours standards, with rollup side curtains, along with all the original sale receipts & rego papers, etc, and a cabinet full of trophies.

A 1963 Studebaker Hawk GT original, (magnificent car).

A 1964 Studebaker Cruiser.

A 1938 Dodge D9 nearly completed to concours standard.

A 19xx Mercedes.

A 1910 Austral Otis Steamroller of which there are only 2 in the world, the other one is in the museum in Canberra. This one belonged to his father and was burnt in the bush fire of 1978. It was bought in Melbourne and George's father took 7 days to drive it to Maryborough where he to set it up to power a gold battery.

Also in this shed he has set up the first steam driven lighting plant in Maryborough, as it was in the engine shed at Mariners Reef in 1918. The steam engine was built by Charlie Johnson (George's father) when he worked at Thompson's Castlemaine, steam supplied by a Merriweather boiler from Melbourne & Metro Fire Brigade.

It is equipped with 144 Muncie metal $\frac{3}{4}$ ' diameter tubes. Raising steam took 7 minutes. It is mounted on carriage drawn by 4 horses. The electricity meter came from Avoca when it became obsolete when SEC took over in 1936.

There is also an International Tom Thumb petrol engine that was given to Charlie by a friend Clarrie McCann in the early 20's. Fuel used was kerosene.

A 1907 De Dion-Bouton motorcar engine adapted to a generator & used as a carbon arc searchlight during the Great War, DC - 60 Volts - 80 amps. This unit later supplied electricity for the first pictures shown in the Paramount Theatre - Maryborough.

After a most interesting weekend and with the weather still hot, we decided to head for home a little earlier than planned.

Rae & Noel Cowie

TECHNICAL FORUM

Serial Number Decoding

Chris Howes came across the following, which he thought should be particularly useful to members with R & S series Valiants.

Chris advises that the data plate is normally attached to the front left hand forward door pillar.

GENERAL INFORMATION

1961 - 1962 PASSENGER CAR SERIAL NUMBER DESIGNATION

The serial number coding system will be uniform for all car assembly plants. The code breakdown is as follows:

The 1st digit is the numeric identification for car line used in the uniform body codes.

1. Valiant
2. Plymouth 6 Cyl.
3. Plymouth 8 Cyl.
4. Dodge 6 Cyl.
5. Dodge 8 Cyl.
6. De Soto
7. Lancer
8. Chrysler
9. Imperial

The 2nd digit is the model series identification.

1. Savoy, Valiant V100, Lancer 170, Seneca, Dart, De Soto, Windsor, Newport, Imperial Custom
2. Belvedere, Pioneer, Dart 330, Chrysler 300, Saratoga, Imperial Crown
3. Fury, Dart 440, Valiant V200, Lancer 770, New Yorker, Imperial Le Baron
4. Signet, Polara, 300G, Ghia
5. Station Wagon, Savoy, Valiant V100, Lancer 170, Seneca, Dart, Windsor, Newport

6. Station Wagon, Belvedere, Pioneer, Dart 330
7. Station Wagon, Valiant V200, Lancer 770, Fury, Polara, New Yorker

The 3rd digit

- 0 indicates 1960 models
- 1 indicates 1961 models
- 2 indicates 1962 models

The 4th digit will be a numeric designation for producing plant

1. Plymouth Plant - Detroit
2. Dodge Assembly Plant - Detroit
3. Jefferson Plant - Detroit
4. Imperial Plant - Detroit
5. Los Angeles Plant - Calif.
6. Newark Plant - Del.
7. St. Louis Plant - Valley Park, Mo.
8. Wyoming Plant
9. Canada

The last six digits will consist of a six digit sequence number. The sequence numbers will all begin with 100001. Each model series for each car line will begin with sequence number 100001.

EXAMPLE

1 - Car Make - Valiant
 1 - Model Series - V100
 1 - Model Year - 1961
 9 - Producing Plant - Canada
 100005 - Sequential Serial Number - 5th Car Built

The above serial number would appear on vehicle data plate 1119 100005.

Team Dynamic Club

SOUTH AUSTRALIA'S ONLY V8 SUPER CAR

Join the Team Dynamic Club and you will get a starter pack including a t-shirt a ticket holder and lanyard, poster, sticker and membership card.

Every month there will be 10 hot lap winners who will receive a lap in a V8 Supercar around Mallala. Each year one member will win a brand new SS Commodore and 2 club members will go to Bathurst to spend a weekend with the team.

There will be monthly meetings and family fun days throughout the year.

Team members will be invited to a Thursday night Dynamic Party in the Club 500 Tent at the Clipsal 500 V8 Race..

You will also be able to get fleet pricing on new cars and six months registration or service specials on used cars from City Holden. You will have VIP status at the Commonwealth Bank for home loans.

Support your team for only \$199. - See Trevor Beythien for Membership forms or get them on the web at www.teamdynamik.com or phone 8333 3212.

THE POET LAUREATE

Richard Hart's Leviathan

The latest Richard Hart restoration project is nearing completion. The myriad detail jobs are expected to continue until Easter, but to paraphrase George W. Bush: "Major construction operations have ended." This has prompted our Poet Laureate to put pen to paper: *Ed.*



With apologies to A.B. (Banjo) Paterson and Mulga Bill's Bicycle

'Twas Richard Hart from Tranmere
Caught the restoration craze,
He turned away from greyhounds
Who had served him many days
And donned his greasy shorts and boots
Not quite a pretty scene
And started restoration of a
Huge and wonderful machine.

It all began with baking
For a man from Pinnaroo
Had made himself a fortune
By making pies and pasties too
And because his wife had asthma
So the summers made her sneeze
He bethought a way to take her
Where her lungs could breathe with ease.

And so he ordered experts
Grace Brothers was his choice
To make him up a mobile home
In the style of Rolls and Royce.
The result was a leviathan
A monster of a truck
A semi-trailer caravan
Which would leave you thunderstruck.

A Fargo was the truck up front
With a dual wheel diff
A semi-trailer hitch behind
With a pivot-ball to lift
The semi-circular club bar
With its curved window and surround
From which you go into the kitchen
A wealth of cupboards to be found.

Within the mighty caravan
Which stretched for many metres
Was a hidden copper water tank
That could hold some fifty litres,
And period lights, a bathroom
With a heater on the wall
You could soak inside the bath-tub
(Though you needed to be small).

Now if you think that was enough
To meet a baker's pleasures,
You would be wrong for art prevailed,
His wife produced great treasures
For every cupboard door was glass
And frosted in each pane
Was a scene from all their journeys,
All individual, none the same.

THE POET LAUREATE

Richard Hart's Leviathan

Right down the back a bedroom
 Finished off this stately palace
 A bed each side, with curving wall
 A window with a valance
 Alas, it now is fifty years
 Since this great beast was new,
 And in the intervening time
 There's been a change or two.

The plywood had decayed in spots
 Been patched, but still it leaked
 So there was dry rot everywhere
 The rusty hinges squeaked.
 The cab and guards had rusted out
 A possum nest as well
 The state of health of this great steed
 Was a whisker short of Hell.

Though lost for years, in wind and sun
 The van had stood outside.
 Dick knew of it, but then one day,
 Graham Bailey thought he spied
 Behind a hedge, on someone's block
 Standing lonely but intact,
 The truck to start a new crusade
 To bring the b-----d back.

It happened in two stages,
 First they towed it out to Major's
 Where it sat beside the hayshed
 While they planned the opening stages
 Then next it moved, you won't believe
 In dead of night it started,
 They drove the truck to Riverton
 (The copper's eyes averted).

Then Dick and Judy, bless her soul,
 They made the big decision
 To transform all the rust and grime
 And satisfy a vision.
 So every week a team of men
 Would board the Greek Mercedes
 And off they'd go to Riverton
 (That V8 burnt the breezes).

Now Colin Frith was "Grandpa"
 And the cooking was his chore
 The wood stove with its hotplate,
 Steak, snags, sauce, tea, and more

And Graham Bailey, carpenter
 And general understudy
 Would call the boys to saw up wood
 Or help him hold it steady.

The task of mending metal parts
 Relied on Richard Frith,
 A master craftsman such as he
 Can fit a door forthwith.
 And Peter Burgess lent his skills,
 A master with the brush,
 And don't forget Pam Sewer —
 The cry of "Coffee!" mad 'em rush.

There have been setbacks, all of us
 Regret Keith Lucas' passing
 "Big Fella Louie" played his part
 His contribution lasting.
 And recently Harold Sewer
 The owner of the block
 His heart packed up so suddenly
 And left us all in shock.

But still the group just laboured on
 Each Tuesday they would start
 They'd round up all the trusty gang
 Be off at "sparrow-fart"
 And rain or shine they'd get ahead
 Fix one more sheet of ply
 Or straighten up some twisted guard
 And never question why.

The strength of mind of Richard Hart
 To keep his faith intact
 And pour his soul and lots of cash
 To make this project fact
 Is something we should all admire
 As we raise the final curtain
 When all the effort, toil and sweat
 Complete this wonderful restoration.

A tribute to a great team of CRC members and their families who have completed a memorable restoration, in the true spirit of co-operation which makes miracles happen, and keeps history alive.

**Tim Smeaton,
 January 2004.**

TOURING AWARDS

Guidelines Sheet

(By-law Number 3)

VEHICLES

These are the five categories of vehicles:

	From	To
Veteran		31 December 1918
Vintage	January 1st, 1919	31 December 1930
Post Vintage	January 1st, 1931	31 December 1939
Classic	January 1st, 1940	31 December 1959
Post Classic	January 1st, 1960	onwards

AWARDS

There are three categories of awards: Gold, Silver and Bronze.

Awards (in badge form) will be presented to the participants at a Club General Meeting following the successful completion of a tour agreed between the participants and the Club.

For a gold touring award to be awarded, *at least one other state* is to be included in the proposed route.

Only cars registered with the club are eligible for an award.

	Gold	Silver	Bronze
Veteran	3,000 km	1,500 km	750 km
Vintage	4,000 km	2,000 km	1,000 km
Post Vintage	6,000 km	3,000 km	1,500 km
Classic	8,000 km	4,000 km	2,000 km
Post Classic	10,000 km	5,000 km	2,500 km

THE TOUR

The agreed tour will indicate the route and the award sought on the appropriate application form.

Proof of the route travelled is to be verified by the completion of the "Verification of Fuel Purchased Sheet".

A fee for processing the application, and the cost of the touring badge, is to be lodged with the application.

Distances to be travelled are set out in the following table and are calculated from where the vehicle is usually housed. However degree of difficulty may change these distances.

Please attach a list of other members participating in the proposed tour.

If you are going on a tour and have paid a fee, enter the details here:

Fee paid:	\$
Date fee paid	/ /

TOURING AWARDS

Application Form

(By-law Number 3)

Name _____ Phone no. () _____

Address _____ Post Code _____

Make of vehicle: _____ Year of Manufacture: _____ Club Plate no: _____

Category ✓ : Veteran Vintage Post Vintage Classic Post Classic

Award sought ✓ : Gold Silver Bronze

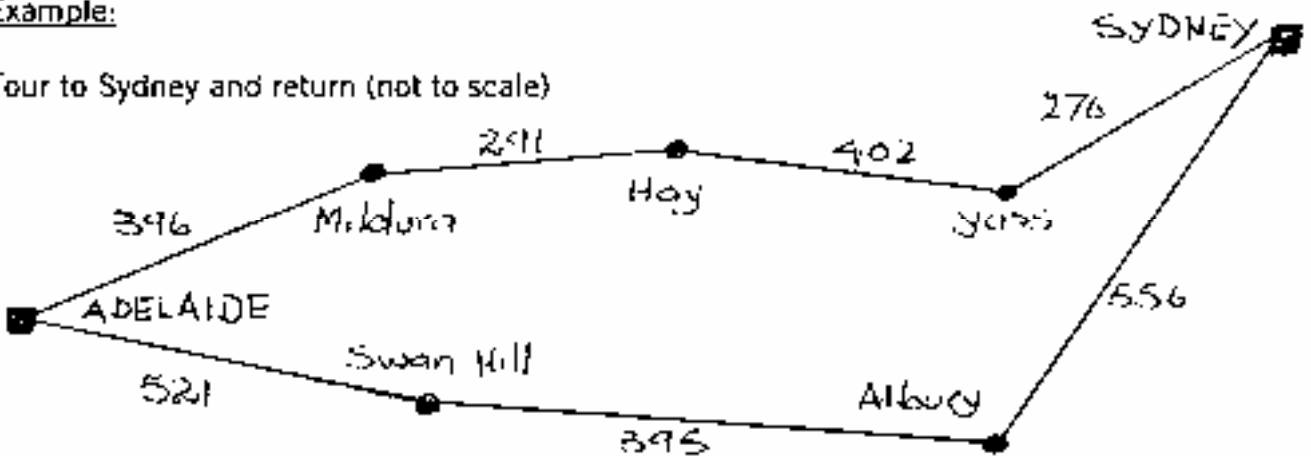
Proposed start date _____ Proposed finish date _____

Expected Total Distance _____

Proposed route: Attach a map indicating route and distances between major towns,

Example:

Tour to Sydney and return (not to scale)



I hereby agree to the conditions as set out in the Chrysler Restorers Club of Australia, South Australia Inc. Touring Award Guidelines sheet.

Signature _____

Official Use Only

Date Received _____ Fee Paid _____

Date Agreed To _____ Club Official _____

FROM THE WEB

Aussie Utes in USA

I have been corresponding with Lee Exline, who lives just out of Des Moines, Iowa and is looking for parts for the De Soto and Plymouth utes that he imported from Australia.

Of course the editor in me sensed that here was more than a "wanted" advert, but a magazine article as well.

The following material is extracted from Lee's website www.roadkillontheweb.com

A DE SOTO AND A PLYMOUTH FROM DOWN UNDER

If you could not tell by looking at the rest of my website I do like things a little different from most! and now I have something real different (at least in this hemisphere) I am the proud owner of a pair of 1956 Coupe Utilities built by Chrysler Corporation Australia.

Down under they are more commonly referred to as UTEs instead of "coupe utilities" as this is a general term for Trucks in the land of OZ.

When American car collectors look at the pictures they will probably notice that they look like they are 1954 Plymouths and not 1956, and for good reason! When Chrysler Corporation was done with the tooling for the 1954 Plymouth it was sent to Chrysler Australia and put back into service. The only tooling that was sent to Australia was for the four door sedan body and that was what they produced in 1955 but the demand was great for an Australian farmers favorite The UTE!

WHAT IS A COUPE UTILITY?



During the depression bankers were not willing to loan money to farmers unless it was to purchase items that could lead to the profitability of the farm. so that meant if they wanted a new vehicle and needed to borrow the money from the bank farmers would have to buy a truck (or UTE as they are called in Australia). Well in 1933 as the story goes one farmers wife not pleased with what manufacturers had to offer wrote a letter to Ford Australia asking why they could not make a car that could be taken to church on Sunday and to take the hogs to market on Monday? The next year 1934 the first Coupe Utility was offered to the Australian motoring public. In 1935 General Motors and Chrysler Corporation followed suit and offered UTEs of their own. They became a regular part of the Australian farming lifestyle and are still being sold today.

Of course in 1957 the American car public was finally offered a similar car when the Ford motor company of North America offered the Ranchero for the first time. In 1959 Chevrolet followed with the El Camino and Chrysler corporation never really did offer a Coupe Utility type vehicle to the American motoring public until 1980 with the Rampage.

MY UTEs!

I bought both cars from a collector in Australia and from my research and what I have been told they are very rare in Australia and almost non existent here in the states. The Plymouth saw a larger production so it is more common than the De Soto but common is a relative term since the production of all of the UTEs were lower than the sedan.

They also made a Dodge version that would have been the trim level between the Plymouth and Desoto models. The cost to import two was not that much more than one so I decided to buy them both. I will eventually resell the Plymouth after the Desoto is restored! The Plymouth is a 20K mile original car and is very solid that will be easy to restore or may end up as a street rod that will stand out from the crowd.

The De Soto has 40K original miles (yes miles not kilometres) but you have to remember that Australia roads were a far cry from the ones here in the states and that the utes were used as

FROM THE WEB

Aussie Utes in USA (ctd)

farm vehicles and the De Soto looks like it was used to lay a good many miles of fence line and is well dented in bed along with some rust in the body.

Since the utes were used on farms that could sometimes be many hundreds of miles from the nearest dealership they were very utilitarian vehicles. They do not have radios, clocks, power steering, power brakes, turn signals or pretty much any accessory. The Plymouth does have an overdrive on it's 3 speed and they both are driven by the tried and true flat head sixes Australians were so fond of. The V-8 was not available until approx 1959 on Australian built Utilities. By then it was the Chrysler Wayfarer ute.

WHAT ARE SOME OF THE DIFFERENCES?

When you compare the Plymouth to that of the American production cars these are some of the differences you will see.

The right hand drive is the most obvious and it does take some getting used to! When I take the Plymouth to a show that is one of the first things that people notice that makes them think that maybe it is not something I made.

12 volt positive ground electrical system, all Lucas equipment (American production used Autolite).

The headlights are not sealed beam but are pre-focus bulbs with a lens and reflector. The bulbs will have to be changed as they are right shift bulbs. When the high beams are engaged the light shifts up and to the right instead of up and left like we are used to in the states.

The dash gauges, although they look just like American manufactured Plymouths, were made by a British manufacturer "Smiths" except the Amp gauge that was made by Lucas. The speedometer registered in miles per hour not kilometers.

The tires were 16 inch for extra ground clearance on the UTEs since they were intended to be used off road. The Plymouth still has its original set of 6.00 x 16 6-ply Olympic tires that were made in Australia. American made Chrysler corporation cars had not used 16 inch tires since 1947. The hubcaps are also Australian specific and attached like the later 50s style American models not with clips but with three point snap on over the rim.

The wheel brakes are standard American production Lockheed units on the wheels but under the hood is a different story. American production cars used a master cylinder mounted under the floor but the Australian cars used a pendent mounted unit with a 1" Girling master cylinder with remote reservoir.

The clutch on American models was operated via a pedal that goes through the floor then a linkage crossed over the top of the transmission to actuate the clutch lever on the passenger side. You might think since the clutch lever was on the driver side of the Australian models that they would have just put the pedal through the floor and actuate the clutch directly, but they did not! The clutch is also hydraulically actuated with a 3/4" Girling master cylinder fed by the same reservoir as the brake master cylinder.

The trim gets really confusing. On the De Soto the taillights, park lights, rear quarter trim (4 door), the front fender trim are all pure 54 American Plymouth. Except the front of the front fender chrome was finished with a small piece that came to a point instead of coming around the corner to meet the grille like on the Plymouth. The grille is an Australian production unit that looks like some of the early 50s De Soto units that are so loved by customisers.

HOW MANY WERE MADE?

The highest serial number per series as shown in the 54-58 Australian parts book issued in December of 1958 are as follows but may not be the actual last serial number produced for each series. The same basic UTE was made from approx September 1956 through 1958 sometime



FROM THE WEB

Aussie Utes in USA (ctd)

De Soto

Diplomat Custom SP25A-2 serial #275 (standard transmission)

Diplomat Regent SP25A-3 serial #84 (Automatic overdrive)

Diplomat Plaza SP25A-4 serial #28 (Powerflite automatic)

Total for De Soto 387

Dodge

Kingsway Custom D49A-2 serial #501 (standard transmission)

Kingsway Crusader D49A-3 serial #122 (Automatic overdrive)

Kingsway Coronet D49A-4 serial #29 (Powerflite automatic)

Total for Dodge 652

Plymouth

Cranbrook P25A-2 serial #505 (standard transmission)

Savoy P25A-3 serial #122 (Automatic overdrive)

Belvedere P25A-4 serial #49 (Powerflite automatic)

Total for Plymouth 676

HOW MANY ARE LEFT?

This is a direct quote from a collector down under: "I'm afraid the utes are not as well appreciated here in Australia as perhaps they should be - most lived hard lives as work horses and often rusted out in the rear tray. Thousands of them have ended up in the crushers, or rusting away in the bush."



Des Soto roof emblem

If you liked this page you might also want to check out my Desoto trucks page:

<http://www.roadkillontheweb.com/truck.html>

If you have 1954 Plymouth parts for sale or 1954 Desoto Diplomat go to the parts I want for my cars page or just email me

PARTS WANTED FOR MY CAR

With the purchase of my UTEs I am in the need of other parts. Many of the parts used are based off of the American production 1954 Plymouth 4-door sedan. Some of the major differences are Girling brake master cylinders and Lucas electrical parts (12-volt positive ground system).

If you are in Australia and have a 1954-57 vintage Desoto Diplomat or Plymouth that you are parting out I would love to hear from you!

I also need a list of the Lucas part numbers used for the Australian production cars so that I might attempt to find some NOS Lucas parts. I will be glad to pay for copies postage and labor if you have the books.

Here are a few parts that I do not have part numbers for yet but the descriptions and sometimes pictures should help.

Vacuum advance for DM6A O 40506A Lucas distributor

Lucas starter relay 12-Volt on inner fender by battery. Has three terminals two large one small is round and has a rubber boot on the bottom for manual operation.

The two small chrome tips for the front fenders chrome moldings, same as Canadian production 1954 Desoto Diplomats.

Lucas horn relay.

Left side horn (right side if facing the car) mine has a broken terminal.



Des Soto Diplomat front fender trim ends

FROM THE WEB

Aussie Utes in USA (ctd)

Sunvisor center support bracket or complete sunvisor like shown on the cars in the dealer photo and on my Plymouth ute (mine is broken)

Small Desoto and Plymouth hubcaps in NOS or mint original condition. Australian production model different from American)

Round rear roof emblem used on sedans and UTEs plastic can be — bad just need the retainers.

Original tool kit, jack and tire pump or pictures of originals so I can attempt to find them.

Heater delete plate on radiator yoke.

Here are some other parts that I would also be interested in buying. The part numbers come from the 1954-58 Australian Mopar parts book, the number with the A in front of them are Australian production parts. This does not mean that they are different from the American production just that they were made there.

A1282239 hubcap Plymouth
 A1282240 hubcap De Soto
 A1329450 front bumper
 A1358967 Cranbrook nameplate
 A1358971 diplomat custom nameplate
 A1359128 rear bumper
 A1359429 horn relay
 A1359430 horn high rh
 A1359431 low note lh
 A1373136 radiator cap
 A1462059 dome lamp assembly
 A1462577 locking gas cap
 A1462759 license plate lamp assembly
 A1463033 vacuum advance
 A1463792 sill molding rh
 A1463793 sill molding lh
 A1463976 outside visor
 A1464436 lens and bezel dome lamp
 A1464785 parklamp assembly
 A1465931 ignition coil
 A1466476 gas cap standard
 A1466831 hooded headlamp door
 A1467034 distributor
 A1467876 brake fluid reserve tank
 A1467978 bumper guard front right
 A1467979 bumper guard front left
 A1469231 high note rh late
 A1469232 low note lh late
 A1469738 extension stone deflector rh
 A1469739 extension stone deflector lh
 A1469750 fuel tank strap rh
 A1469753 fuel tank strap lh
 A1469756 fuel tank strap front (2 req)
 A1478386 nameplate tailgate
 A1499139 cable assembly license plate light
 A1594395 parklamp lenses
 A1725773 locking gas cap
 A1726505 muffler ute
 A1726871 cap for brake fluid reserve tank
 A1727492 under hood lamp
 A1892564 heater recirculating type

AD17851 starter solenoid
 D17850/14 starter Bendix
 1456686 hood top ornament Desoto
 1456746 base hood medallion
 1475502 letter D hood
 1475503 letter E hood
 1475504 letter S hood
 1475505 letter O hood
 1475506 letter T hood
 1541024 molding front fender rh
 1541025 molding front fender lh
 1541039 fender extension molding rh
 1541040 fender extension molding lh
 1541095 extension molding rh
 1541096 extension molding lh
 1542266 stone deflector rh
 1542267 stone deflector lh
 1542552 rear qtr finish molding rh
 1542553 rear qtr finish molding lh
 1593566 qtr finish rh
 1593567 qtr finish lh
 Girling brake parts wanted:
 64067522 Brake master cylinder
 64067541 Clutch master cylinder
 SP1974 Brake Master cylinder repair kit
 SP1975 Clutch master cylinder repair kit
 3010224 Clutch slave cylinder
 SPO2016 Clutch slave cylinder repair kit
 3700619 Clutch master cylinder hose

Carter parts wanted:

E9B1 BBS single barrel carb for American production 1954 Desoto and Chrysler with 6 cylinder

Literature and memorabilia wanted:

1. Original Sales literature for UTEs — De Soto, Dodge, Plymouth, Fargo and Chrysler.
2. Photos of dealership taken in the 50s with UTEs on the lot. Will pay for copies!
3. Original magazine ads for UTEs — De Soto, Dodge, Plymouth, Fargo and Chrysler.
4. Chrysler Australia signs
5. Desoto service sign



Vacuum advance for DM6A O 40506A distributor

WEB SITE

www.chrysler-restorers-sa.org.au

Late last year I registered a domain name for the club and took out a web hosting contract so that we would have our own place on the web — rather than being merely <http://homepages.picknowl.com.au/crcasa/>

This was triggered by exceeding the space allowance for “free homepage” type web hosting — but one of the advantages is that we now get “proper” site statistics. The following are extracted from the statistics for the month of December 2003.

We had visits from 338 people who downloaded (or at least started to download) 1000 “pages” from the site. In this context, one 24 leaf Chrysler Collector counts as only 1 “page”. In total people downloaded 448 million bytes of content from the site — just in December 2003.

The most popular document to download was (not surprisingly) the latest magazine, issue 149. 312 people started downloading it. However, only about 100 people completed the download (which would have taken 4 minutes with a standard modem) - the others gave up.

The second most popular document was issue 147 of the magazine, which 248 people started downloading and about 80 completed. This issue would have taken 5 minutes to download. Other popular items were issue 142 (213), the Restoration Services Directory (119) and issue 148 (91).

In terms of volume of data downloaded, the top 10 items were all magazines, and these 10 comprised some 75% of the 448 million bytes downloaded.

64% of visitors entered through the “home” page — most likely as a result of taking a link to our site from another site— whereas 36% arrived “inside” the site, most likely having been directed there by a search engine pointing to words

for which they were searching.

33% of the “hits” on our site were “direct requests”. For example the person keyed in the URL (web address) that they wanted, chose it from their favourites or clicked on a link in an e-mail. 26% were referrals from our own home page — having got to the home page they chose one of the options offered. 4% of hits were referred by a search at Google Australia, 1.4% by Yahoo US, 1.3% by Google US. 0.4% were referred by the links page at the Chrysler Car Club (SA). One person was even referred to us by www.sexrabbit.de. In the interests of research I confirmed that this site does not deal with breeding rabbits.

When people were referred to us by search engines, the most popular search expressions were: “chrysler web ring” and “valiant pacers” (5 each), “chrysler centura” (4) and “chrysler valiant” and “valiant” (3 each). There were 2 referrals for each of “1958 plymouth australia”, “chrysler charger r/t”, “chrysler clubs”, “dodge club south australia”, “download restorers 2000”; “history of chrysler”; “mopar”, “mopar australia” and “valiant charger”.

There are statistics about what programs people were using to browse our web site. 90% used Microsoft Internet Explorer — but there were 2 hits from a Nokia mobile phone web browser.

Richard Tapp



MARKET PLACE

Fashion

The following issues of Australian Home Journal are available and should be of interest for reference to period clothing, hair styles etc.

1937	June	\$20 pattern included	1950	May	\$20 pattern included
1937	November	\$25 wedding special & pattern included	1951	April	\$20 pattern included
1938	April	\$20 pattern included	1951	May	\$20 pattern included
1938	June	\$20 wedding special	1951	June	\$20 pattern included
1938	October	\$18 v. good condition	1951	August	\$18 torn cover & pattern included
1939	March	\$18 v. good condition	1951	August	\$20 pattern included
1939	April	\$20 pattern included	1951	September	\$18 v. good condition
1941	February	\$15 torn cover	1951	November	\$20 pattern included
1941	March	\$20 pattern included	1951	December	\$20 pattern included
1942	January	\$18 torn cover & pattern included	1952	February	\$20 pattern included
1942	March	\$18 v. good condition	1952	April	\$18 v. good condition
1942	May	\$20 pattern included	1952	June	\$20 pattern included
1942	June	\$20 -pattern included	1952	July	\$20 pattern included
1942	August	\$18 torn cover & pattern included	1952 -	September	\$17 good condition
1942	October	\$18 torn cover & pattern included	1952	October	\$20 pattern included
1943	January	\$20 pattern included	1953	February	\$20 pattern included
1943	February	\$20 pattern included	1953	April	\$20 pattern included
1943	March	\$18 torn cover & pattern included	1953	May	\$20 pattern included
1943	May	\$20 pattern included	1953	June	\$20 pattern included
1943	August	\$18 v. good condition	1953	September	\$20 pattern included
1943	September	\$20 pattern included	1953	October	\$20 pattern included
1943	November	\$20 pattern included	1953	December	\$20 pattern included
1943	December	\$20 pattern included	1954	July	\$20 pattern included
1944	August	\$18 torn cover & pattern included	1954	October	\$20 part pattern
1944	September	\$20 pattern included	1955	June	\$18 v. good condition
1945	January	\$20 pattern included	1955	October	\$20 pattern included
1945	May	\$20 pattern included	1956	October	\$20 pattern included
1945	July	\$20 pattern included	1956	December	\$20 pattern included
1946	January	\$17 good condition -	1957	January	\$20 pattern included
1946	February	\$18 v. good condition	1959	October	\$20 - pattern included
1946	March	\$20 pattern included	1963	September	\$20 pattern included
1946	August	\$20 back cover torn & pattern included	1964	June	\$20 pattern included
1947	November	\$20 pattern included	1964	July	\$20 pattern included
			1965	December	\$20 men/boys pattern
			1966	February	\$18 v. good condition

Contact: Judy Brown on 08 8575 1313 or 0428 532 711

Chrysler Club Tools as at October 2003

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

1922 Dodge 4 roadster, restoration completed 2002, cream and maroon, leather upholstery, numerous spares including second vehicle in running condition suitable for spares! Will separate. \$16,500 the lot. Bryan Chapman 8296 5610 0410 629 656

1924 Ford T, buckboard body, rolling and running chassis, needs all bodywork done. Good radiator, plenty of spares. \$2,000 Graham McRae 8255 2237 or 0402 339 139

Dodge 4 van, unfinished project \$1,000. Parts, engines, gearboxes, just about anything you could need. Must sell because of ill-health. If not sold, next stop Sims Metals. Ken Dart 8277 6115

3 4.50/5.00x20 new Dunlop car tyres. \$200 each. Doug Sweetman 8554 2286

1938 Dodge sedan, new black paint, new trim, new chrome, new tyres, new glass, on club reg, \$10,000 Allan 0427 350 001

2 new 650x16 Dunlop tyres suit Fargo etc. Wholesale price \$150 each. Sell \$150 the pair. Wayne Bartlett 8285 8072

1 set 6.00 x 16" light truck tyres \$200 for set, Terry 8241 5224
Chrysler Royal boot lid. Free. 8277 2070

4 S series rims with new 185/75 x 14 Bridgestone tyres. \$280 Wayne Bartlett 8285 8072

1963 AP5 Valiant Manual sedan, recent respray, interior OK, reliable classic, no rego \$2,500 firm Joanna 0404 896 108

1965 AP6 Valiant Regal, slant 6, column shift auto, excellent original condition, 60,000 miles, numeric plates, currently on historic registration, forced sale, space needed for other purposes. Known fault—cabin heat control seized and bypassed. \$4,500 Franc or Julie Ligertwood 8346 1596 (see picture)

1966 AP6 one owner torqueflite 69,000 miles, garage stored, very good condition, interior unmarked. cowr@ozemail.com.au

1965 Rambler Classic 770 coupe, V8, auto, recon short motor. Very rare. Resto started, unfinished project. Robert Dart 8296 7879 or 0409 908 811

1966 VC Valiant (auto) extractors, 68,000 original miles, green, as new condition. Approx \$5,000. Bob Clarke 8336 1574

1967 114 series AT4 Dodge Truck. Slant 6 engine. Need steering box. Approx \$100. Julie 8537 5125 0413 482 780

1968 VE Valiant Regal auto 225, disk brakes, new paint, very

good overall condition, \$3,500 Chris Howes 0407 792 741

VF Valiant Regal 160HP, RST-693, very original, 62,000 miles, all books, welsh plugs replaced, front shocks, trans serviced and new converter seal fitted, exhaust replaced and new mud flaps. \$5,500 Gary Creber 8645 2022 (Whyalla) (see picture)

1973 Kombi Camper pop top DFV-199, fully refurbished, fresh blue and white paint. \$4,200 Wayne Bartlett 8285 8072

CL Valiant wagon, 318N V8, 182,000 km, good for parts and seats, no reverse gear, elec back window, engine# A22JJ01706. \$500 ono Ric Williams 8270 1438

1981 CM Valiant sedan 4.0 ELB, white, 167,000 km, VGC, no visible rust, auto, air, PS, sports rims, tow bar, sun visor, Venetian, mud flaps etc. One of last off the line. SPV-214 \$2,690 neg, Paul Stevens 8663 2303 (Laura) (seen by Wayne Bartlett)

Valiant spare rim, give away, good condition. Mike 8258 6726
Standard bore 318 motor. In pieces, out of VK valiant. Good re-builder. Erik Jensen. 8556 2502

"Chrysler Parts" parts box decals. \$0.50 each, minimum order 10. Kurt Jensen 0417 891 780

WANTED

Chrysler 66 bonnet, top sections in particular. George Mills WA 08 9418 4467 (reverse charges)

To make contact with owners of 1929 Nash Standard Six Sedans, model 420 plus any parts available. Doug Sweetman 8554 2286

1938 Dodge D9 petrol tank, door handles and window winders. Noel 8270 1829

1953-54 De Soto grill (9 tooth) Mark Walker 007 4126 8206

6 volt magnetic clutch driven compressor for 1954 Chrysler AirTemp auto air conditioning. Robert Schoenberg (USA) robobduo@yahoo.com

1956 Dodge hubcaps. Ken Dart 8277 6115

AP6 steering wheel 8356 2867

Venetian to suit AP6 sedan Leo 8363 2132

AP6 V8 bucket seats, and front guard chrome mouldings (say Valiant on them). Anything will be considered. Contact me on Sotiris 0403 502 787

VG 770 2 door Valiant Joe 0412 400 308

Wheel-arch mouldings for 1970 Valiant coupe. Ron Taylor NZ +64 7 827 6960

Right hand rear door for CM Valiant sedan, Malcolm Merritt 8555 1446



Wormald Canvas *For Canvas Goods & Repairs*

All Canvas Products & Repairs
Caravan Annexes
Boat Covers
Shade Cloth Fabrication

Ute Tonneau Covers
Camper Trailers
Trailer Covers
Tents & Swags
Tarpaulins

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