



THE

CHRYSLER

COLLECTOR



Number 152

May / June 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 \$25.00 - City family \$30.00 - Country single \$17.50 - Country family \$20.00
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

Club Officers

President:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Vice President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
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
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	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
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-	Neil Wormald, 14 Laver Crescent, West Lakes Shore 5020	ah 8449 7254
-	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
-	Noel Cowie, 4 Grassmere Close, Coromandel Valley 5051	ah 8270 1829
-	Michael Buxallen, 27 Gores Road, Davoren Park 5113	8252 1381
-	David Crichton, 3 Smith Street, Newton 5074	8337 6980
-	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
-	David Reid, 46 Baldock Road, Ingle Farm 5098	ah 8396 6206
-	Terry Jones, 24 St. James Boulevard, Brompton 5007	8241 5224
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<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>Central:</i>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
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<i>North:</i>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
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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 July 2004. Corrections/amendments until Sunday 4 July 2004. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.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 May 2004

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

19 May 2004

Committee meeting

9 June 2004

Samantha Meakin — Canteen

14 July 2004

Lochheed Bros — "Strip films"

18 August 2004

Committee meeting

CLUB RUNS / EVENTS

23 May 2004

Chop Picnic—Judy Hart

20 June 2004

Pub Lunch—Ross Fleming

18 July 2004

Enfield Heritage Museum

23 October 2004

Annual Dinner

5 December 2004

Christmas Picnic

INVITATION/OTHER CLUBS' EVENTS

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

11 April 2005—

Federation of Historic Motoring Clubs SA — SE Saunter

[Events Co-ordinator has forms

except where otherwise noted]

SWAP MEETS

1-2 May 2004

Naracoorte

30 May 2004

Kapunda

13 June 2004

Kadina

25 July 2004

Angle Park

8-10 October 2004

Broken Hill

13-14 November 2004

Bendigo



Welcome to New Members

Ross Sanson
Queensland

1938 Plymouth P6

Cover Photo

Richard Frith's 1935 Dodge DV Roadster utility — *photo Richard Tapp*

COMING EVENTS

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 scarce, 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

Old Fashioned Chop Picnic

Sunday 23 May 2004

Meet at Carisbrooke Park, opposite the Old Spot Hotel, on Main North Road in time to leave by 9.30 a.m. There will be no morning tea stop so if you need it, have it before we go.

The idea behind the day is to cook our lunch like our grand-parents did. There will be an open fire with lots of coals by the time you get there, which you can use or bring your own vintage cooking apparatus.

We will actually be having a competition with excellent prizes for the following categories:

1. Most unique cooking gear for
 - a. Open fire
 - b. Alternative fuel
2. Best period picnic set
3. Best dressed chef

There will also be a raffle on the day for a very good prize!

We are going to Towitta Park, at Towitta, which is near Sedan, so we are hoping that all the Riverland people can join us for the day.

If you require any further information feel free to ring me.

Judy Hart
8337 7887

Enfield Heritage Museum

Sunday 18 July 2004

Sunnybrae Farm at Regency Park is the location of Enfield & Districts Historical Society Museum, it is located at the end of Gallipoli Grove.

Quite well known for its charming restored Farm buildings, which serve as a popular Function and Reception centre, it is also the little known site of Australia's first sewerage farm.

The Historic Society has established an interesting display of the greater Enfield area, from its earliest days, amidst the gracefully restored buildings and grounds. There are an abundance of open and sheltered picnic areas, which makes it the ideal location for a short run and a place to lunch.

You will need to bring your own lunches or BBQs as there are no casual catering facilities, the Society will put a hot urn on for us, whilst there is seating available it tends to be the scattered and fixed variety, so you may wish to bring your tables and chairs as well.

There will be a \$2.00 per head charge to enter; which I will collect on the day. How about a lazy meet at the Club rooms at 11am for 1130 departure, which will get us to the venue at midday, the Museum staff will guide us around the place after 1pm.

Chris Howes
81653971

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 closed 1 March 2004.

A range of accommodation is available. Preference is given 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

Well here we are up to the May / June 2004 "Chrysler Restorer". Tempus fugit! [*Time flies—Ed*] Club runs have been well attended. Lots of praise to Judy and Richard Hart for the coffee cruise. Although Carole and I could not attend this event we were told the route was particularly good and quite pretty at that time of the day.

Marianne and Wayne Bartlett excelled themselves with the mystery observation run. A lot of preparation is required for an observation run like they had prepared. We will all remember Wayne's generosity with corporate handouts of caps, rulers for ABI expanded metal technology batteries. I did read the advertising Wayne.

Lorraine Beythien and Steve Tyler are continuing to follow through with the purchase of polo shirts, jackets, vests and caps with the club logo. Members have shown a lot of interest and we should be able to make a decision at the May General meeting to proceed with a supplier. It is important that we select a supplier who does not require us to stock quantities of product

and that members old and new can get one off products e.g. 1 vest with logo, any time in the future at a price comparable to the first order price.

Those people who attended the April meeting had a very interesting talk and computer projected photographs and video by Paul Trengove. Paul is Mike Trengove's son and although Mike has raced formula 5000 at high speeds, Paul has beaten his Father's best lap times in a formula 4000. Not bad considering Paul is 25 years old and he deserves a chance to get a sponsor to continue his racing. It was good to see Mike again and looking so well after his recent ill health.

Combined Car Clubs (Glandore) Inc. (our landlord) has a surplus of funds to its requirements and has decided to give clubs a 25% rebate on rent for 2004/5 and has asked clubs to come up with a "wish list" - any ideas? We have also been given permission to place a four-drawer filing cabinet in the library. The cabinet will have some of the original brochures of Chrysler that we got from Mitsubishi available for viewing by members.

Ken Barnes

Secretary's Jottings

There is one thing that members of this Club cannot complain about, and I speak of the variety (and quality) of Club Runs. An outsider would wonder what on earth we were up to!

First a Trotting night, next a Coffee cruise, then a Mystery run, to be followed by a Chop picnic! They say variety is the spice of life!!

On a more serious note it is disappointing to note the percentage of members who have not had their log books updated, or have not contacted the Club (Historic Register) to advise of the sale of their historic vehicle. Our hard working Historic registers put in a lot of work in maintaining the records associated with historic rego, so how about doing the right thing.

Hats off to Mike and Paul Trengove for their most

interesting presentation on Paul's career and endeavours into the world of motor racing, and a snapshot of Mike's early achievements. Thanks to you both.

Once again the Club has a contingent of cars travelling to the Tenth National Rally to be held at Geelong in September this year. Thanks to the Beythiens again, the trip over to this rally is being organised for those of us going.

I noted Kenny Dart missed the last Club due to illness. Hope you are back on your feet again Kenny. Don't forget to register your name for this year's Pub Lunch for Sunday June 20th.

Bye for now

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Ken Barnes, Ross Fleming, Joy Miels, David Crichton, Kevin Williams, Wayne Bartlett, Carole Barnes, Judy Hart, Ashley Farrow, Graham Bailey, Chris Howes and Laurence Dellbridge.

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

WEBSITE STATISTICS

	Feb 2004	Mar 2004	Apr 2004
Visits	470	499	406
Pages	1428	1360	1204
Megabytes	724	767	596

CLUB NOTES

Club Notes

DODGE VICTORY SIX VICTORIES AT ECHUCA RALLY

9th to 12th September 2004

Proposed itinerary:

9/9/04 arrival and welcoming

barbeque at Rich River Caravan Park, Echuca

10/9/04 paddle boat ½ day trip on the Murray River. (cost to be confirmed)

11/9/04 day trip run

12/9/04 sights of Echuca. (short run); dinner at club. (courtesy bus)

13/9/04 depart for home.

Headquarters for the rally will be at Rich River Caravan Park, Crescent St. Echuca Vic 03 5482 3658. Powered sites \$20.00/ powered sites with en-suite \$27.00/ cabins \$60.00 to 90.00 per night. There is no obligation to stay at this park.

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

For more information on the current register or the proposed Echuca tour please contact:

Doc Doherty (03) 9561 6942 phone/fax
docdohpj@bigpond.net.au

Glenn Smith (07) 3300 1130 phone
vintagereproduction@bigpond.com

Gil Purdie (08) 8359 0470 phone/fax
gandapurdie@chariot.net.au

Please contact a.s.a.p. Doc & Paula Doherty re .your participation at Echuca, 8 Karjen Place, Wheelers Hill Vic. 3150

10TH NATIONAL CHRYSLER RALLY 2004

A meeting will be held at the CCC Rooms Glandore on Sunday 6th June for those who are planning to go as a group to the National Rally. If you would like to have BYO BBQ Lunch before the meeting the BBQ will be available from 11.30 onwards. Otherwise the meeting will start at 1.30 pm.

We are planning to travel in two groups to the National Rally.



No 1 Group will leave on Friday 24th September ie: 3 day trip. Accommodation required in Naracoorte and Camperdown, to be booked by yourself. See Lorraine if you require a list of accommodation sites and an itinerary for the trip.

No 2 Group will leave on Saturday 25th September ie: 2 day trip. Accommodation required in Hamilton, to be booked by yourself. See Lorraine if you require a list of Accommodation sites and an itinerary for the trip.

September, being the opening of the fishing season in Victorian Lakes and possibly School Holidays, it will be to your advantage to book your accommodation for the trip to Geelong as early as possible.

If you took an entry form and will not be going please advise Lorraine. You can either leave a message by phone or email.

Please advise Chris Howes, Michael Buxallen or Lorraine Beythien which group you intend to travel with.

If you would like to be included on the list of participants with mobile phone numbers for contact when travelling please also give your details to these people, so the list can be compiled.

Lorraine Beythien

COMMITTEE E-MAIL ADDRESSES

I meant to write something in the last issue about the removal of e-mail addresses from page 3 of the magazine — but forgot.

I removed them because they were vulnerable to harvesting from the web version of the magazine by “spam bots” - programs that trawl the internet looking for e-mail addresses to spam.

Committee e-mail addresses are still on the contacts page of the website, but protected by custom “scripts” that should defeat robotic harvesting.

However it is not possible to use this technique to protect e-mail addresses that are in the web version of the magazine — hence my decision to remove them.

Any member that wishes to send an e-mail to someone on the committee can look up the e-mail address on the contacts page of the website.

Richard Tapp

Restoration Services Directory

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

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

club website, between biennial printing.

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

The updated version on the website is January 2004.

PAST EVENTS

Ray Miels Memorial Breakfast Run

Once again an early start from Gawler for the Breakfast Run, this being the 6th since Ray's passing. He was looking down on us with a perfect day.

My thanks go to Allan Kempster for getting the Dodge looking in tip top condition.

We left Reeves Plains at about 6:15 am, having a good run to the club rooms arriving in time for the 7:30 start.

As usual there was a good roll up. We proceeded onto Clark Avenue, right on to Cross Road, left at Anzac Highway, right into Tapleys Hill Road, left into Burbridge Road, right along the Esplanade until it runs out, back along Seaview Road as far as you can go then onto Military Road to Fort Glanville, left back onto the Esplanade where we all parked and assembled ourselves onto the lawns near Semaphore.

There everyone proceeded to cook breakfast,

David Schumacher brought his reliable cooker which he assured me was working well.

Thanks to my great friends John and Gill Fishlock in their Ford A and Kevin and Anna Fagan for coming. Kevin and Anna came in their new baby, an International Buggy, which caught everybody's eye; also my family, daughter Leah, granddaughter Madee, son Mark and wife Sharon and daughters Belle and Tilly who came from Bordertown.

It was a great venue as there was a market to browse through on the foreshore. We were one of the last to leave, it being most pleasant just sitting talking and sipping coffee.

Thanks to Chris and Cathy for organising a great run, a perfect start to the New Year.

Joy Miels

Below: Joy Miels 1924 Dodge tourer (which is for sale—see page 22) Photo R Tapp



PAST EVENTS

Coffee Cruise

Saturday 13 March 2004

Judy and Richard Hart's Coffee Cruise held in 2003 was so successful that their offer to organise a second one in March 2004 was readily accepted by our committee.

This year's run was very well supported, with 39 cars meeting at Le Cornu's car park for an intended start time of 6.30 p.m. Quite a few members (including us) arrived early enough to dine at nearby Hungry Jack's or Kentucky Fried, before the start.

Notable among the attendees were :

- Noel Heinrich and family, from Bute, on their first club run in a 1927 Dodge buckboard, complete with milk cans on the back.
- Malcolm and Maxine Bean, in the 1956 De Soto previously owned by the late Murray Bryant.
- Prospective new members Kim Gorman and Julie, accompanied by two other friends, in a VE Valiant Regal.

(Apologies to any other "notables" I may have overlooked).

As the run was to be quite long, the "wooden wheelers" left a few minutes earlier than the rest. On leaving Le Cornu's, we headed down South Road, travelling past the Mitsubishi factory, then up Shepherds Hill Road to Blackwood, and through Belair to Upper Sturt.

Passing through some of the most picturesque parts of the hills, we travelled on via the Mount Lofty Scenic Drive to Summertown and Uraidla, then through Carey Gully to Forest Range and Lenswood, and around the Cold Store towards Gorge Road. Through Cudlee Creek and down Gorge Road to Athelstone, we eventually reached our destination of Athelstone Oval and the "Raggies" Football Club rooms.

It doesn't sound far when you say it quickly, but the trip took about two hours. The winding and sometimes steep roads kept us on our toes, and the narrow sections needed extra care, especially once it became dark and we had to rely on our feeble headlights. However, all cars completed the 82 kilometre journey safely, and I have not heard of any mechanical breakdowns.

Inside the clubrooms, the bar was open, and the football club provided a generous supper of sandwiches, cakes, tea and coffee for only \$5.00 a head, making a pleasant finish to a very enjoyable run.

We are once again indebted to Judy and Richard for their time and effort in organising the run for us. I heard only positive reports from the numerous other

members that I spoke to, and I personally would be happy to see a Coffee Cruise become a regular feature of our club events.

David Crichton

TAKE 2

On the evening of Saturday 13th March we arrived at Le Cornu's Anzac Hwy car park at around 6pm, having decided to buy something to eat at Hungry Jacks, as did quite a few others.

We walked back to the car park as Dick and Judy were giving a run down on the cruise, and handing out direction sheets. They sent the older vehicles (wooden & wire wheelers) off a bit earlier as the run was reasonably long and quite hilly.

The rest of us that made up the 39 vehicles that attended, left about 10-15 minutes later and headed down to South Rd and up Shepherds Hill Rd, around Main Rd to Belair, into Upper Sturt Rd around through Upper Sturt, up the Mount Lofty scenic drive, then right to Summertown and Uraidla. One of our passengers Nancy Beare, saw a koala in the fork of a tree right along the side of the road.

We continued through Carey Gully and down to Forest Range and Lenswood. This led us down into Fox Creek Rd and then onto the Cudlee Creek to Lobethal Rd.

We turned left and went through Cudlee Creek and onto the Gorge Rd which we followed all the way down to Athelstone and into Shulze Rd to the Athelstone Football Club rooms for a very generous supper and coffee.

The run was a pretty good test of car and driver, but was well worth it for the views of the hills, valleys, city and the fabulous sunset. It was a great sight when the cars all had their lights on to see them snaking along in the distance. The cruise of the hills roads was made all that much more interesting because many of them were new to us.

Thanks to Dick and Judy Hart for another well organised and enjoyable run that was so well attended. One member came all the way from Bute in a fast four buckboard. Well done.

Kevin Williams

Below: Members at the start. Photo Kevin Williams



PAST EVENTS

All Chrysler Day 2004

7 March 2004

Well, we all met in the car park on O.G. Road between 7.30 and 8.00 am, leaving just in time to bet the rush.

Hopefully they have learnt something from the large line up of cars and will move there checking point further into the oval; overall it was a nice venue.

Our club had a total of 11 cars. consisting of 7 Valiants including my " S " and VC Safari, Gary Williams' VF coupe, Brian Kerton's VC V8 Safari, Lindsay Gibb's VG coupe, Brenton Gibb's Charger, Chris Howes' VG ute. Other CRCASA cars included Chris Davies' 68 Dodge Phoenix, Chris Howes' Chrysler Royal, Maurice Emmerson's New Yorker, Ashley Farrow's Dodge Kingsway and the Beythien's — who got stuck over the other side of the oval.

We had quite a lot of lookers and question askers. Gary Williams put a for sale sign on his VF and sold it (although the buyer subsequently backed out!). In hind sight. I should have taken my other S Series as I may have sold it as well.

There was a lot of swap meet sites with the good bits for us Valiant guys. Brian Kerton won one of the sponsor's chosen car awards. He was awarded a Slick Six Packs plaque, Well done Brian.

My other club was well represented with 9 R's and S's on display, so I was kept busy going between both clubs. There was a wide variety of cars on display including a display from one of Adelaide's new Chrysler dealers with a PT Cruiser and two of the new Crossfires, I had first seen one 3 weeks earlier. I am now buying X-Lotto tickets as I must have one — but no luck yet.

As we entered the venue we were given a goody bag which had the usual stuff in it and also a Chrysler car club mug and a little trophy just for entering; nice touch guys.

All in all not a bad day's outing; thanks

Wayne Bartlett

All photos: Wayne Bartlett



PAST EVENTS

All Chrysler Day 2004 (ctd)



PAST EVENTS

Mystery Observation Run

Sunday 18 April

We had decided to take the 1940 Dodge sedan on the run, so it was cleaned, checked, filled with petrol and packed on Saturday ready for an early start next morning. Not to be!

Next morning, last thing reverse car out of garage and crunch, crunch flat tyre*!*

OK shuffle cars and get 1927 Dodge roadster packed and ready and set off for the NorthPark shopping centre. By the time we got there Wayne said the early birds had been arriving from 8.30 am and had been sent on their way.

Marianne gave us the first instalment of the run sheet and we were told there were 70 questions to answer mostly from observations and some general knowledge. One such question was: "If you live in the area, why can't you get buried in this cemetery?"

Off we went and it soon became evident that vision from a 1927 roadster is nowhere as good as the modern cars. *[It was a fine day Ken — you can't beat the vision out of a roadster — if you put the roof down! - Ed]* Other "oldies" also seemed to be having the same problem with heads popping out of cars to get a better view.

Chris Howes was taking the road humps along Belford Avenue very cautiously in his Maxwell tourer and no doubt got the correct score of 8

road humps.

At just the right time we got to Café de Vili, just the right place for morning tea/coffee, some eats and a comfort stop. Revived, we got our second instalment of questions and set off even venturing into the City. In Rosina Street we saw a brick wall, 2 or 3 stories high, almost covered in little cars each having its own brick. Like to know more about that wall! *[Refer photo for a small part of the wall, perhaps 6m up. One of the questions was to identify the make of this "largest vehicle". With the naked eye I could not be sure that it was a VW and not a Morris Minor. The zoom lens helped with that — Ed]*

No time to waste, off again, have more questions that need answers. Some friends said they saw us driving on Sir Donald Bradman Drive tooted and waved but we just chugged on looking very serious. Surprise! Surprise! We all finished at the Glandore clubrooms and car park.

Lovely to have lunch in the park, some people in the shade others in the sun, enjoying ourselves as Wayne and Marianne marked our answers.

It was good to see Raice Tapp looking great after the spinal fusion operation, and not only that she is back playing squash. Raice probably scored a pub lunch on Richard who had thought the run finished in Gawler, where a relative would have supplied lunch. The moment of truth arrived and



PAST EVENTS

Mystery Observation Run (ctd)

the outright winner was announced — Raice & Richard Tapp (52) there was a prize for second and last.

We all thanked Marianne and Wayne for all the effort and thought they had put into the event. Even so everyone attentively listened as Marianne read the answers with an interjection here and there, the interjector hopeful of scoring another point. A terrific day and lots of fun.

Ken & Carole Barnes

TAKE 2

A good day for a run. But true to form we didn't get away cleanly. Went in to fill up the car (a Falcon, but don't tell anybody) and the credit card machine broke down. After 15 minutes waiting we managed to scratch enough cash together to pay and get on our way.

Picked up Graham Bailey and then we all worried about whether we were going to the right departure place. Of course we didn't look up the magazine but could vaguely remember from the meeting. We arrived at North Park Shopping Centre at 9.25 for a 9.30 start to find nobody there!

Panic!. But we eventually found Wayne, Marianne and Gill and got our run sheet. Horror - 6 pages long and that was only the first half. I will be eternally grateful that Graham came with us and has long legs because I made him sit in the front and act as navigator. Richard is nice to him!

Off we went, very slowly. Had quite a good time, retraced our steps on numerous occasions but managed to get to our morning tea stop at Villi's Cafe eventually. Had a nice morning tea and got the second sheet of the run. We had a straight-forward run from then on,



but alas and alack, we missed one or two of the final questions. By this time the driver flatly refused to turn around. We finished up at the Club Rooms, but didn't stay for lunch because we were heading for Morgan, so don't know who scored the most questions right. About 21 cars participated and I think they all enjoyed the run.

Thanks to Wayne and Marianne for a fun morning.

Judy Hart

All photos: R Tapp



RESTORATION STORY

Bushman's Rally 2004

Easter 2004

The Broken Hill Veteran and Vintage Car Club invited our club to the Easter Bushman's Rally 2004. The rally was attended by 14 Clubs and started with Registration on Easter Friday from 12.00 – 4.30 pm. The 7 entrants from our club all travelled up at different times, so caught up with each other at the clubrooms during registration. Approx 65 cars participated.

The host club included on the nametags all the meals that various people had ordered using a colour code. This was a very good method and helped one remember to wear your tags and they could tell at a glance your meal status. The evening Dinner at the Hall included a Welcome from the City Mayor, Club President and the Rally Director.

Easter Saturday had us gathered at the Willyama High School Oval at 8.00 am. Some fantastic cars rolled up and it was good to meet and chat to people from the different areas.

The drive was a distance of 50 km and started with a parade down the main street and included, Stephens Creek Reservoir, Memorial Lookout, and Old Mine Sites including mine heads, buildings etc. and a tour of The Royal Flying Doctor Base. Lunch was at a beautiful lawn area called Zinc Lakes. P e a c e f u l surroundings.

The cars were parked in groups for the different years and judging forms provided for us to vote, with awards to be presented at Sunday nights Dinner.

The rally route for Sunday was a distance of 80 km. After the now familiar start, we headed to Umberumberka

Reservoir and Pumping Station, via Silverton. A very special and rare opportunity to view the now restored Pumping Station, including the Old Super Heated Boilers, which had been specially opened for us to inspect & enjoy morning tea, again, in a shaded grassed area.

On leaving the Old Pumping Station we climbed a steep hill to view the water before continuing back to the Silverton area for Lunch. After Lunch, a look around the varied Galleries and Famous Hotel before returning to the city for the Dinner and Presentations. Our club received Trophies for best Commercial and Vintage Vehicles.

Easter Monday, between 7.00 – 9.00 am the host club provided breakfast before people started their way home.

Thankyou to the Broken Hill Veteran and Vintage Car Club for a great Easter weekend. In two years time they will be holding their 35th birthday and plan a special trip via busses to the Menindee, Kitchega National Park and Tandou.

Ashley Farrow

Below: Ashley Farrows 1950 Dodge Kingsway Custom sedan, photo R Tapp



MODERN MOTOR

Know Your Chrysler Royal Six

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90th article in our series on care and maintenance of popular car models

This article covers the Australian produced six-cylinder Chrysler, first marketed in 1957. To distinguish them from fully imported models, they bore the prefix AP, followed by the distinguishing numbers 2CA, 3CA or 4CA.

Two different size engines are in use—230.2 and 250.6 ci—but all cars have the same wheelbase (9' 7") and overall length (16' 8 1/2").

Engine numbers have the prefix P29 or P30. The first has a compression ratio of 7.59:1 and a maximum torque of 194 lb-ft at 1,600 rpm; the second runs on 7.9:1 compression and its maximum torque is 201 lb-ft at 1,600 rpm.

Engine Removal

The engine can be lifted out with or without gearbox. Bonnet, front-end sheet metal and radiator must be removed first, and all electrical wires and cables that may interfere with the operation must be detached.

Place a jack under the sump, interposing a piece of wood to prevent damage, then undo the front universal joint. Take the engine weight with a double sling, undo exhaust pipe at manifold, then detach the engine mountings.

The engine can now be lifted clear, being raised and drawn forward at the same time. The sling should be positioned so that the block is tilted upwards at the front, thus enabling the gearbox to clear the firewall.

Although the engine needn't be removed to drop the sump, it is necessary to detach it from the frame.

Drain oil and water, undo the lower radiator hose, remove fan-blade guard from top of radiator, then the front engine mounting bolts.

Remove the clutch housing pan, disconnect handbrake and gearshift selector cable, remove the steering tie-rods and relay arm, then loosen the rear engine mounting bolts.

Now lift the front of the engine as far as possible and remove the sump studs. Lower rear end of sump and move the sump back until its front clears the front cross-member.

Check all engine mounting rubbers before refitting. They must be soft, and pliable enough to be easily deflected by finger pressure — otherwise they won't absorb engine vibration.

A rubber insulating washer 3/32" thick is provided for the left-hand rear mount only, fitting between the frame and the lower flat washer— Designed to eliminate, noise transfer on rapid acceleration, this, washer must NOT be compressed between the frame and the metal washer.

If the insulator spacer is too short and the nut cannot be tightened without compressing the washer, a 5/8" outside diameter steel or iron washer may be installed between the spacing tube and the large flat metal washer, to prevent the rubber being squeezed up.

Pistons, Rings, Conrods

If a piston must be replaced, have the old piston weighed and the new one machined on the inside weight boss so that its weight is within plus or minus 2 grams of the old piston.

All pistons are cam-ground, being .010" to .012" less when measured across the skirt in line with the piston pin holes; this compensates for the uneven expansion of metal as the piston becomes hot.

Before fitting new rings, make certain there is no ridge left near the top of the cylinder

bores. If honing is required to remove such ridges, do not cut below the top of the upper ring position, but always break the cylinder "glaze" to allow for quick and efficient seating of the new rings.

After being carefully fitted to the bores, the rings should be so spaced around their grooves that the gaps are not in line. On no account should rings larger than the bore size be used in an attempt to compensate for cylinder wear. Oversize rings are used only after a rebore; they are available in sizes 20, 30, 40, 50 and 60 thou above standard.

On some models — particularly from 1957 to 1959, which covers the AP1 and AP2 range — the con-rod caps were retained by a lock-washer and nut. On the AP3 "Powerflow" engines, the oil hole in the little end was deleted and the conrod nuts and lock-washers superseded by a special type of self-locking nut, with notches on one end. The notches must face towards the big-end cap, otherwise the nut will not lock properly and may come loose, with disastrous results to the engine.

Working on Bottom End

To check crankshaft end-play, mount a dial indicator with its button against the crankshaft flange and lever the shaft back and forth with a pry-bar. End-play should be between .002 and .007", and the less the better. If it exceeds .007", the rear main bearing will probably need replacing.

On reassembly, see that the caps are returned to their original positions and give special care to the intermediate bearings; there is every likelihood of fracturing the cap if these bearings are wrongly refitted. You will find two punch-marks on the crankcase and two on the adjacent cap of No. 2 bearing. No. 3 is identified by three punch-marks.

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The rear main bearing seal is a neoprene lip type with a steel insert; when fitting a new seal, always replace both upper and lower halves.

With the cap removed, the upper seal can be pulled out with a strong pair of long-nosed pliers. Clean the grooves in the block, then insert one end of the seal and push it into place with a rolling motion. Make sure the ends are flush with the block.

After fitting the oil seal in the cap, install the cap seals, making sure that their tabs fit in the channel provided. Coat the contacting lip of the main bearing seal lightly and evenly with grease, then fit the upper and lower seals. Make sure the lip points towards front of engine.

When refitting the chain casing cover, always use a new front seal and a new cork gasket. Drive the seal into place with a drift or a piece of flat metal, ensuring a tight contact between seal, gasket and cover.

Now fit the pressed-metal cover, but tighten the screws only enough to hold it in place and use special tool C522 to centre the seal on the crankshaft. This tool is held in place by the crankshaft nut, tightened with fingers only. When the chain cover screws have been tightened to a torque of 12 to 17 lb-ft, remove the special tool and fit the crankshaft nut. If there are signs of pitting or wear on the crankshaft hub, it must be replaced.

Valve Springs, Timing

Valve springs may be installed with the closely-coiled portion either at the top or the bottom. We prefer to have the closed coils at the top.

You may wish to check valve timing with the cylinder head removed. To do this, turn the engine and note the relative movement of valves and pistons. If the inlet valve opens just before top dead centre (when the piston has been rising on the exhaust stroke), the timing is correct.

If checking the timing on a fully-assembled engine, adjust both inlet and exhaust valve clearances to .014" cold for P29 or P30 models, and to .012" exhaust and .009" Inlet for others.

This should give an opening of 5 to 17 deg. BTDC, equal to .011" to .127" piston travel BTDC. Of course if the timing cover is off, it's only necessary to see that the marks on the sprockets line up.

To check ignition timing first adjust the breaker points to 015" gap plus or minus 001" and check the rotor shaft and bushes for excessive wear. Generally the timing position will give satisfactory running at 2 deg. BTDC for standard grade fuel and up to a maximum of 4 deg. BTDC for premium.

The spark is advanced by moving the distributor body anti-clockwise. See that either No 1 or No 6 piston is at the top of the

compression stroke and the rotor is pointing towards the relevant cylinder.

Timing marks in degrees will be found on the crankshaft vibration damper. If you can borrow a neon timing light or a test light and a piston position indicator, by all means do so. With a timing light, you can make a rough check of the centrifugal and vacuum advance movements, which increase with engine speed up to a distributor speed of 1300/1350 rpm.

Working on Clutch

The only external adjustment on the clutch is for the withdrawal clearance at the clutch master-cylinder pushrod and release fork. Clearance can be checked at the pedal, which should have 1/8" free play.

With the -clutch pedal in the normal or full-back position, the vertical measurement from the toe-board floor panel to the centre of the upper face of the pedal pad should be 7 11/16". If this is measured with the floor covering in place, allow for the thickness of mat or carpet.

Altering the master-cylinder pushrod length governs clearance at the rod and also the clearance between road and clutch release fork. Any other alterations (such as withdrawal finger height, spring pressures, etc.) entail dismantling the whole clutch.

The clutch can be removed by undoing the driveshaft, then detaching and sliding the gearbox rearwards. We strongly recommend screwing two guide studs into the clutch housing. These guides should be long enough to allow the box to slide back about 4", to clear the splines in the hub. If not using guide studs, take extreme care to prevent the gearbox sagging and damaging the splines.

The guides will also be a great help when refitting the gearbox, which entails centring the clutch plate before the primary shaft will slide fully home.

If the transmission has been jumping out of gear, check the clutch housing face alignment before refitting the gearbox. "Run-out" on the surface should not exceed .003", and any maladjustment must be corrected by placing shims between clutch housing and engine or between housing and gearbox.

Also, it is wise to check the concentricity of the clutch housing, which should not have an off-centre reading in excess of .005". If this is exceeded, tap out the dowels that align the clutch housing to engine and loosen the bolts holding the housing enough to allow the housing to be tapped sideways until proper alignment is restored.

Now tighten the holding bolts, ream out the holes for the dowel pins with special tool C-860, and fit .010" oversize dowel pins.

Adjusting Gear Linkages

Gearshift linkage adjustments are made with the control in the neutral position. To adjust

cable, loosen lock nut at lower end of cable at the selector lever and tighten the "adjusting nut" until all slack is removed. Back off adjusting nut one half-turn and tighten lock nut.

The control rod is adjusted to change the position of the gearshift lever at the upper end of the steering column. The lever should be horizontal when in neutral.

To adjust, loosen the lock-nut securing front control rod to lever at the lower end of steering column. Locate the shift lever at the upper end in the desired position, then tighten the lock-nut.

If the box tends to slip out of mesh, check for full engagement of gears (as well as for housing misalignment, as mentioned earlier).

A loose selector fork may be the cause; it can also create a binding action which results in a hard shift into top or second gear.

Incidentally, any oil found in the clutch-housing pan is likely to be getting past the pinion-bearer retainer gaskets, not through the crankshaft main-bearing oil seal.

Brake Adjustments

Brake shoes are adjusted for lining wear only (on no account make any alterations to the brake cable for this purpose).

The front brakes have a separate snail cam adjuster for each shoe. Jack up car until front wheel is clear of ground and release both hexagon-head adjuster bolts on back plate by turning them anti-clockwise. Turn one bolt clockwise until shoe contacts drum, then release adjuster until shoe is just clear of drum. Repeat with second adjuster.

Spin wheel to ensure that shoes are quite free of drum, then repeat procedure for other front wheel.

Rear brakes have one common adjuster for both shoes. Remembering to release handbrake when wheel is jacked up, turn square end of adjuster on each rear back plate clockwise until resistance is felt, then back off two clicks; the drum should then rotate freely.

Always pump the brake pedal a few times before making final adjustments, otherwise you may find you've provided too much clearance.

With brake pedal in full-back position, vertical distance from the toe board to upper face of pedal pad should be 7 11/16". Pedal free-play should not exceed 1/8" and any necessary adjustments are made at the master-cylinder pushrod.

Approximately 1 3/4" initial pedal travel is normal before shoes contact the drum. Steady posts are provided on both front and rear wheels; if necessary, they can be reset by slackening the lock-nut and turning the post anti-clockwise with a screwdriver. Lock brake shoes in drum by turning the adjusters until tight, then turn steady posts clockwise

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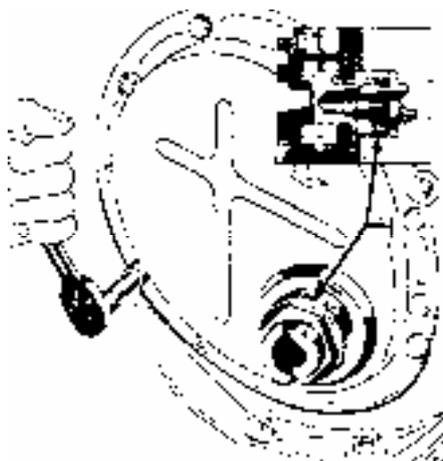
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until bearing against the shoes. Re-tighten lock-nuts and adjust brakes as previously described.

If the handbrake needs attention, ensure that all cables, rods and levers are properly connected and working freely, then lock shoes in rear drum by turning adjusters clockwise. Lightly apply the handbrake lever, then take up any slackness by adjusting handbrake cable and, if necessary, the jaw of the longitudinal rod. Readjust rear brake shoes.

It is important not to tighten fully the attaching nuts of the rear-wheel cylinders, as otherwise the cylinders cannot "float" to ensure even brake lining wear, and to self-centralise themselves in the drum. Tighten the nuts up to 4-5 ft-lb, then back off one half-turn.

CENTRING the chain-case cover~ oil seal with special tool C-522.



Tuning Data

Bore: P29-P30, 3 1/4", all others 3 7/16".
 Stroke: P29-P30, 4 5/8", others 4 1/2".
 Compression ratio: P29, 7.5:1; P30, 7.9:1; others, 7.25:1.
 Maximum bhp: P29, 114; P30, 115; others, 117 (all at 3600 rpm).
 Maximum torque: P29, 194 lb-ft; P30, 231 lb-ft; others, 205 (all at 1600 rpm).
 Compression pressure: 120-150 psi at cranking speed.
 Oil pressure: 30-50 psi at 30 mph.
 Contact-breaker gap: .014-.016".
 Spark-plug gap, .028 - .032".

VALVES

Tappet clearance: Inlet: .008"; Exhaust: .010".
 Valve timing:
 Inlet opens 12 deg. BTDC. Exhaust closes 6 deg. ATDC.

FRONT END

Caster: Zero (+/- 1 deg).
 Camber: Zero (+/- 3/8 deg).
 Toe-in: Zero (+/- 1/16" permissible).
 Kingpin inclination: 5-6 1/2 deg.

TENSIONS

Cylinder head: 65-70 ft-lb.
 Main bearings: 80-85 ft-lb.

Big-ends: 45-50 ft-lb.

Trouble Finding Chart

If engine will not start and starter will not crank check for

- (a) Run down battery
- (b) Cable corroded or disconnected
- (c) Faulty starter switch
- (d) Dirty starter drive assembly
- (e) Defective starter motor

If starter cranks engine slowly but engine won't start, check for

- (a) Heavy engine oil
- (b) Loose terminals
- (c) Poor battery connections
- (d) Partially discharged battery
- (e) Faulty starter-motor or drive
- (f) Faulty battery

If engine won't start and there's no spark at the plug gaps, check for oiled up or cracked plugs

If there is no spark at the distributor plug leads, check for:

- (a) Cracked rotor
- (b) Loose low-tension wire
- (c) Faulty cap
- (d) Worn or dirty breaker points
- (e) Faulty carbon-brush contact
- (f) Defective condenser or connections

If ignitions system is in order, check the fuel system; if no fuel in carburettor, test for:

- (a) Air leaks in the petrol line
- (b) Blocked petrol-tank cap vent
- (c) Choked filters in carburettor or fuel pump
- (d) Blockage in the fuel pipe
- (e) Faulty fuel pump

If petrol is present, but the trouble still seems to be due to a fuel fault, check for:

- (a) Choked jets
- (b) Defective choke
- (c) Air-leak in manifold
- (d) Water or dirt in the fuel

If the engine misfires or runs imperfectly, it may be due to ignition defects as follows:

- (a) High tension leads shorting
- (b) Distributor points not properly adjusted
- (c) Defective or damp distributor cap
- (d) Ignition timing incorrect
- (e) Faulty condenser
- (f) Cracked spark plug porcelain, dirty or improperly gapped spark plug
- (g) Loose battery connection
- (h) Weak coil

If ignition is not the cause of misfiring check fuel system for

- (a) Partly blocked fuel line or pump filter
- (b) Float needle valve dirty or faulty
- (c) Water in the carburettor
- (d) Dirt in the carburettor
- (e) Low pump pressure
- (f) Carburettor flooding
- (g) Weak mixture
- (h) Blocked petrol tank cap-vent

Some mechanical factors that can cause misfiring or faulty running are:

- (a) Excessive carbon deposit
- (b) Sticking, burnt or broken valves
- (c) Broken or weak valve springs
- (d) Improper valve clearances
- (e) Valves timed early
- (f) Leaky manifold gaskets
- (g) Leaky cylinder head gasket
- (h) Poor compression due to bore, piston or ring condition

If the engine starts and stops check for:

- (a) Loose connections in the low tension circuit
- (b) Faulty ignition switch contact
- (c) Dirty contact points
- (d) Defective condense

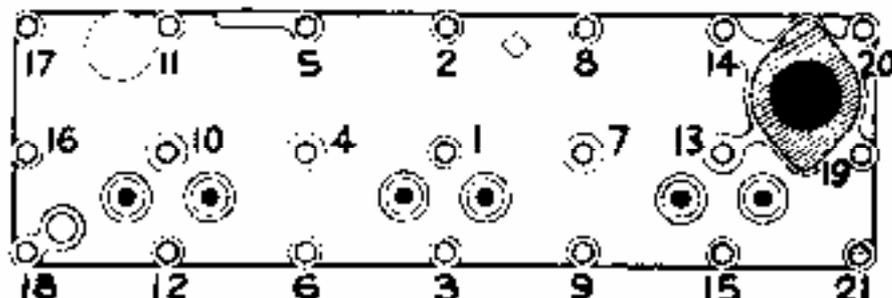
If this trouble is not due to faulty ignition, check for:

- (a) Blocked fuel line
- (b) Water or dirt in the fuel
- (c) Lack of petrol
- (d) Faulty fuel pump
- (e) Air leaks in manifold system
- (f) Sticking needle valve

If the engine will not give full power check for:

- (a) Valves burnt or not seating properly
- (b) Ignition retarded
- (c) Points incorrectly set
- (d) Automatic advance defective
- (e) Defective high tension leads or spark plugs
- (f) Faulty distributor cap
- (g) Valve springs weak or broken
- (h) Leaky cylinder head gasket
- (i) Piston rings broken
- (j) Insufficient fuel supply
- (k) Dirt or water in carburettor
- (l) Air cleaner dirty
- (m) Air leaks in manifold system
- (n) Jets partly blocked

Tighten head nuts strictly in this sequence.



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Website @ Work

Most members would be aware that for sometime now our Club has had its own website, due to the ever resourceful Richard Tapp and his wizardry with a computer. Many of you may ask; what is a website ? It has all sorts of sinister connotations to those who have never been near a computer; my answer is that it opens up the world to anybody who has a computer and wishes to use it as a communication tool.

If you are in the old car restoration game it becomes an invaluable aid to source information, parts, other vehicle owners and so on anywhere in the world, any time of the day or night. As a medium you can communicate by word, picture or illustration with anyone who has a similar interest in the blink of an eye lid.

For all of the above reasons we as a Club are on view to a global network and consequently receive many requests for help, sales or just general information that may be of interest to Chrysler enthusiasts. I myself have had many connections with people from such places as South Africa, Brazil, United States, Spain and quite recently Holland.

Most often the requests come from people searching for parts or records of production and the like, where I am unable to help I will often enlist the services of Graham Bailey or other club members as appropriate.

I would like to illustrate how some of these events turn out and perhaps the most successful has been a request from a Peter de Groot of Reuver in Holland. He emailed me in January about a 1929 Chrysler 75 roadster he had bought from a chap in Brussels in 1997, the chap in Brussels had bought the car at an auction in Queensland in 1995.

Peter saw our website and decided to make contact to see if he could possibly trace the Australian owner; the vehicle was apparently still adorned with many of its rally badges from places like Bribie Island, Bundaberg, Gympie and other familiar places; it also had an RACQ badge. Peter had tried the RACQ with the number of the badge but they had either declined or were unable to assist him; so he enlisted our help.

My first thoughts were how little coverage we have in Queensland, had the car come from New South Wales, Victoria or here the task would have been simple but as most of you are aware we don't have a lot of members up north. The only person I could think of was Alan Hill who resides just to the north of Brisbane and frequents us on occasions such as National Rallies or if he is just passing through. I wasn't armed with a lot of information other than the rally badges, a time frame and Peter had given a fairly

detailed description of the colour scheme; I passed this all on to Alan in the hope that in mixing with other clubs up there he might gain some information.

Within a month Alan had struck gold; he took the details along to another club meeting in his area and was rewarded with instant success; there was even a photo of the car and its previous owner on the wall of the club room. Alan also learnt that the past owner was now deceased and this obviously dampened his euphoria over the find. However he was put in contact with the son of the deceased owner and made a discreet enquiry as to the feelings of us passing on the information to Peter in Holland; to put it mildly the son was overjoyed to learn of the continued existence of the car that his father had painstakingly restored only to see it disappear overseas.

With this information I contacted Peter de Groot and as you can imagine he was equally overjoyed and has since made contact with the original owner's son. In an amazing response the son has revealed that he has a detailed album of the restoration process carried out by his father of this Chrysler 75 and is putting it on disc to forward on to him. I am assured by Peter that we will receive some copies of photos and I will return the favour with a copy of the magazine when this article is printed.

After all of this I look back and see the wonderful benefits of belonging to a club such as ours, utilizing the enthusiasm and talents of people like Richard and Alan has made a tremendous impact to someone on the other side of the world and we can all gain from the good that does to our fraternity.

Chris Howes

Dear Mr Mcenery,

In 1997 I bought a 1929 Chrysler "75" roadster from a guy who lives in the city of Brussels, Belgium. His name was Mr Maurice de Knop. In 1995 he had bought this Chrysler in Australia, where he owned an aluminum factory.

The car came in yellow and brown and had orange wheels; On the attached photograph, you can see the car at an auction in Belgium in 1997 and at Mr De Knop's home.

I wanted to find out some history about this magnificent car and while Mr de Knop couldn't help with some information about the people he bought the car from, I started to write some mails to Australian Chrysler clubs, because there were a lot of rally badges on the inside of the left door of the Chrysler. They came from Bribie Island, The Kern Classic, The Bundaberg Vintage Vehicle Club Inc., Motorkhana Sunshine Coast Antique Car Club and so on. There was also a badge mounted on the front of the car of the Royal Automobile Club (Associate) of Queensland. On

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Website @ Work (ctd)

the back of this badge was the number -77- carved; This club however, couldn't tell me anything. Most of the clubs didn't answer my question at all; others couldn't help me to find the previous owner (s).

Except for Mr. Chris Howes from the Australian Chryslers Restorers Club. He sent me a mail in which he informed me about the son of the previous owner , you Mr Graeme McEnergy.

Well, I'm very glad he found you, because I have some questions for you, and I hope you'll be so kind to answer them for me.

I promised Mr Howes to inform him about the contact with you and the restoration nowadays of the Chrysler.

Although once also built in Berlin, Germany, these Chryslers are very rare in Europe; some people gave them a race outfit and race them; I don't like that, because one can ruin the car very easily. I know a guy in Australia who races a "75" roadster, his name is Ray Jones; perhaps you've ever heard of him.

I bought the Chrysler to drive it myself, so I decided to get new paint on the car , because it didn't match the Dutch standards anymore.

When the car was stripped, we found some rust damage and some panels that didn't match quite the original pattern, so we decided, already "swimming in the deep of a restoration" to repair these panels to originality. I'll sent some pictures of it in my next mail.

Questions ,questions:

- 1 What was your fathers name
- 2 How long did he own the car
- 2 How long was the car in the McEnergy family

- 3 do you know where it was before this time
- 4 do you know any names of previous owners
- 5 was it build in America or in Australia
- 6 was it always a "75" roadster or was it another type
- 7 who restored the car and why
- 8 whatever happened to this car.

Lot of questions as you can see, but I have still a lot more , they 'll have to wait till next time.

Dear Mr. Mcenery

I hope I don't be to eager to get information from you and please forgive me if I ask too much from you, but I am so very glad that I at last found someone who knows the car, that I just have to ask you.

Hope to hear from you soon

Yours sincerely

Peter de Groot



MOPAR MYSTERY

Demystified ...

19 March 2004

My name is Laurence Delbridge and am a member of the Chrysler Owners Club of Queensland Inc and I think I can shed some light on your Dodge Truck Mystery. I hope I have reached both you Richard in SA and Stephen here in Queensland?

Anyhow, the year this particular truck relates to is 1955 – it would be difficult to tell exactly the year this one was made, as I will explain soon.

Ok. First of all a little bit of history as I know about these particular trucks. This particular range or style of Trucks (ie 108's etc) started in about 1948/49 and were the same as the USA models in shape etc. This continued until about 1955 when, yes as mentioned by Jim Benjaminson they looked quite unlike the US models. It seems that Chrysler Australia instead of following the American range decided it was cheaper I suppose continued using the same sheet metal (think of the money saved by not making new dies etc). This is why after and including 1955 the US models were completely different to the Australian models. Chrysler Aust must have however used a few bits and pieces from the American 1955 model as the grille is the same!

Along the way (between 1948/49 –1960) there was also small changes in the instruments used etc but not a lot.

1955 also seems the first year that Chrysler Australia used the one-piece windscreen as previous models had two-piece windscreen. This range of truck (remembering Chrysler Australia continued with the same sheet metal) continued until about 1960 – (the 1959/1960 model has a chequered grille like a HJ Holden One tonner and two sets of driving lights). Engines ranged from the trusty side valve six to diesel engines (Perkins), various ratios of diffs (i.e. Eaton) and gearboxes (i.e. 3, and 4 speed) to suit the different applications (diffs may have been 2 speed split ratio I think). Models ranged from the '108', '6-71', '8-71' and came in various tonnages –i.e. 5 ton, 6 ton. Remembering sheet metal was the same – the only difference was that larger models having large flaring on the mudguards on the front. Chrysler Australia also marketed the FARGO which was in



reality early 'badge engineering' – a Dodge was exactly the same as a FARGO and vice versa! Chrysler Australia also made a type of panel van version of these and I have seen a couple for sale in Unique Cars and the like (one was on Ebay!). I have pictures of these Dodges in an early Chrysler magazine and I will photocopy it if you want to have a look. Not sure how many versions Chrysler Australia made between 1948/9 –1959/60 (remembering that sheet metal stayed the same), but I think it would be about 4 (fours?). One must also remember that unlike cars trucks never changed that much in design!

Now this particular model shown in the magazine (the Chrysler collector) has what is called a 'coupe type' cabin. Others were built with what Chrysler described as a 'pilot type' cab (looks like a back of a old land rover with small wrap around windows each side). Engine in this old girl would be the same as the KEW Dodge engine (3 7/16 bore X 4 ½ stroke however I was told that the engines were built in Canada thus the different engine no. (KEW engines all have the KEW prefix at the start). Three on the tree (column shift) and standard diff out the back.

Missing small items I see like a piece of the grille and bonnet emblem. Amazingly the tailgate is still intact! As per the sign painted on the side "Water Services" - I think this may be Brisbane City Water Services??? Brisbane City Council did operate a few of these old Dodges however; I will have to confirm this???

Stephen – I think it would be a worthwhile project however, that is up to you to consider. Parts are not hard to find and there are a few out there I could direct you too. My contact no. is 3814 1242 –love to have a chat.

Anyhow guys I would love to hear any other info you dig up – I am not an expert and it will broaden my knowledge on Chrysler products to hear your comments or those from anyone else.

Cheers,

Kind regards,

Laurence Delbridge

MOPAR MYSTERY

Demystified ... (ctd)

PS I have included below some information you may find interesting – the International Truck one is very interesting and true as I wrote to International and they did confirm it!

DODGE TRUCKS AUSTRALIA

From 1939 Chrysler Australia Ltd. assembled mainly USA designed Dodge Trucks in Adelaide, South Australia, introducing its own 8 model range in 1958, employing bonneted USA styling and a 114 bhp 6 - or 180 bhp V8 petrol engine.

Later that year a modified KEW-Dodge forward control design was added for gross weights from 2721 to 12,2246 kg. Later increased to 16,782 kg by the addition 6x4 models. The most powerful engines were now 212 bhp V8s but 131 bhp Perkins 6 and 185 bhp Cummins V8 diesels were also available. A new forward control model, with modified Commer cab and 185bhp Cummins V8 diesel or 202bhp Chrysler V8 petrol engine was announced in 1971.

DODGE

Dodge became established in Australia in 1939 but did not enter the truck market until 1958, when they introduced their own range of normal and forward-control trucks. They were a peculiar blend of American and British products, the normal –control models having a distinctly American looking cab while the forward-control versions featured the UK LAD cab. They were designated the 10 series and powered by V8 gasoline engines. In 1962, the Series 7 had a new cab with a strong American influence. This was to become the top seller with V8 gasoline engine and Rockwell 2-speed rear axle. Until then the trucks had also been marketed as Fargo and De Soto. A new truck plant was opened at Adelaide in 1974

and in 1975 more new Australian Dodge Trucks were announced including a version of the UK-designed Commando. In mid 1975 the range was further extended by the marketing of imported Mitsubishi Fuso heavy trucks, which were, badged Dodge. At the lighter end, the Mitsubishi Canter was also offered. Soon after Chrysler's withdrawal from the European truck business in 1978, Dodge of Australia were also to pull out of the market.

Extract above from: The World Encyclopedia of Trucks – Peter J Davis (page 107).

Extract below from various books and my own research:

After 1959 Chrysler Australia collaborated with International Harvester to make trucks of various sizes. These had common cabs and were good sellers. Known as the AA line it was manufactured at Dandenong Vic by International and incorporated a cab produced by Chrysler (Aust) to an International Harvester (USA) design. This cab was also used by Chrysler (Aust) for their Dodge Trucks.

There were differences between the cabs - i.e. - shape of front guards and bonnet, badging and headlights.

The AA line was subsequently replaced by an AB line in 1962, AC line in 1966 and AD line in 1971 on all of which the Chrysler produced cab was used. The AD line was discontinued in the late seventies thus ending this sequence of vehicles.

(Much of CAL's profit came from the very strong performance of its Dodge and Fargo truck business. The line-haul trucks had big reputations in the Australian transport industry, but sales fell away with the Valiant in the seventies).

Laurence Delbridge
Slant6@gil.com.au

Chrysler Club Tools as at October 2003

Valve Seat Cutters
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Engine Work Stand

**All Tools located at 4 Peter Place
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MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

1918 Dodge 4 cowl, veteran engine and gearbox. Roger Lang work phone 8364 4447

Star of David radiator mascot for Dodge Brothers cars, framed poster – Cheney Motor Company, the Dodge Brothers Motor Car, 16 October 1915, Dodge Brothers workshop manual Nov 1924 export edition, Eisemann magneto fully reconditioned, expanding running board luggage rack, universal fittings. Brian Hannaford 8272 8958

1922 Dodge engine cowl, rust free, complete, with split windscreen stanchions. Make an offer. 0427 101 784

1924 Dodge tourer, fully restored, [reg 67-860] refer photo page 8. \$15,000 ono. Joy Miels 8522 3861

3 dodge radiators and surrounds, complete, all different models, believe before 1925. David Sampson ah 8627 2023 (Kimba)

1927 Chrysler 4 cyl buckboard at Wirrabarra. Runs, always shedded, thought to be in original condition. Offers. Adolf Wild 8666 5269

1928-29 Reo Flying Cloud. Immaculate condition throuout, all steel Budd body, manufactured RHD, reco engine CA18205, 6 new tyres, mechanically very good, original interior in excellent condition, inc blinds, plaited support straps, ornate door handles etc. Was on SA historic reg'n but has been unregistered and garaged on blocks for past 6 years. Location Broken Hill. \$23,900, offers considered. Sale handled by Graham Lawler (08) 8088 2941

1929 Chrysler engine cowl (some rust) and rear tub. Make an offer. 0427 101 784

1929 Chrysler 77 sedan. Reluctant sale due to inability to drive this vehicle. Initially being offered to club members. John Webb 8297 5476

Plymouth flathead cylinder heads (2 of) - never used—free to anyone who can use them. Gary Stores 8261 0135

1935 Plymouth tourer PJ17 series. Needs total restoration, most parts available, very rare vehicle. Harold Heaven 8337 2942

1936 Oldsmobile 4 door sedan, 90% re-wooded, 90% chroming done, straight panels, all mechanicals done except brakes, many spares, converted to 12 Volt, engine no FR9370 \$4,000 ono. Also NOS 6 of 650 x 16 Firestone white wall tyres \$700 ono. NOS 4 of 520 x 14 Firestone tyres \$300 ono. Kym Pt Pirie 8632 3150

1937 Dodge, restored. Keith Brown 8568 5418 (Birdwood)

1937 Dodge Coupe Utility, needs restoration. \$1,500 Brett Oldland York Peninsula 0438 317 256

Plymouth, Dodge, De Soto 1936-1942 Passenger Cars service manual \$20 Richard Wood 08 8584 7718 Mobile 0438 847 718.

Body parts and 1941 Dodge/Fargo engine parts. Reasonable prices. Jim 8248 3203

1955 Dodge Kingsway Coronet [RXO-438], very good condition throughout, 78,000 miles. \$10,000 ono Roger 0428 811 082

Chrysler AP2 V8 auto utility, one of only 842 built, complete body off restoration but has only been partially reassembled, Engine / trans / brakes / radiator all done, body is back on

chassis and needs reassembly completed, paint & upholstery. Comes from former country Chrysler dealer & all work has been carried out in their workshop. Owner wants a reasonable offer. C/- Chris Howes 8165 3971 [I have photos—Ed]

LPG system (complete) to suit Valiant slant 6. Was used on 1962 S series. \$350 ono. Malcolm Du Bois 8269 4771

1966 VC Valiant sedan (JPP-028), owned for 26 years, now accident damaged front left quarter. Most of car still OK (*I have photos — looked to be in VGC — Ed*). 28,000 mile engine. For sale for parts. Ray Mawson (03) 5231 3073 (messagebank—(03) 5231 2421)

CL Valiant panel van, SCX-578 \$6,500 0411 229 279

1974 VJ Valiant auto spare motor body panels not too bad. Auto done up by Bruce Cousins. Good restorer. Alan Gill Bridgewater ph 8370 8773

Books—“hey, CHARGER” by Gavin Farmer & Gary Bridger. This is a 192 page book on the history of this great car. \$49.95 E-mail- autobooks@bigpond.com or Chris's Auto Books, PO Box 875, Braeside Business Centre, Vic 3195 mob 0419 870 751

1984 Landcruiser Sahara excellent condition, 5 mags and 5 80 series chrome rims, 90l LPG plus 120l petrol;. Alloy roo bar, lambswool seat covers, side steps. G. Bailey 8264 2261

Large range of NOS shock absorbers suit Dodge and others. “Trust” brand, made by Gabriel. Albury Shock Absorber Centre, Freecall 1800 672 844

GARAGE SALE

May 15 and 16 2004, 9 am to 3 pm. Including 1916 Dodge (needs restoration), Dodge parts to mid 1920s (too many to list but there are motors, diffs, front axles, one chassis, body parts, headlights), good 5.00x 21 tyres on DB rims, household goods, some furniture and electrical goods. Kevin and Roxanne Frith, Sturt Highway, Blanchetown, 2 km east (towards Waikerie) from the windsock on the Blanchetown Bridge. 8540 5154

WANTED

1924 Maxwell oil and amp gauges (they have Maxwell printed on them). Also 1 or 2 headlights to suit—must be complete. David Sampson ah 8627 2023

Vacuum tank to suit 1927 Dodge 4. Brian 8327 1993

Any Chrysler "66" parts, in particular, top RH bonnet section, any gauges, speedo, bumper overrides, light switch, steering box, any NOS parts whatsoever. Will pay cash and or have a lot of mixed stuff to swap ie, S series valiant, Chrysler "65" parts, motor cycle lamps etc etc. George Mills 08 9418 4467 or 0412 711 736

Lovejoy shock absorber, left hand side front. Doug Sweetman 8554 2286

1935 or 1936 Dodge coupe front and rear guards. Any information or leads would be much appreciated. Daryle 8249 9791

1930s model Chrysler / Dodge / De Soto steering arms, front hub / brake drums, steering box, radiator shell. Also, left hand drive steering box. Colin Parsons 8552 1664

Good inlet and exhaust valves or even a good pair of heads to suit Chrysler Royal 313 V8. This may save me from cancelling the wedding!! Chris Howes ah 8165 3971 / 0407 792 741

Drivers side exhaust manifold for 318 Chrysler

2 x steel rims 5.5 x 14 Dimitri 0410 517 031

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