



***THE
CHRYSLER
COLLECTOR***

Number 154

September / October 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
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Assistant Librarian:	Philip Bakker, 39 Sheridan Street, Woodville North 5012.....	ah 8268 2586
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	ah 8264 2261
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Run Coordinator:	Trevor Beythien, 6 Manley Cct, West Lakes Shore 5020	8449 8905
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
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	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
Committee:	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
-	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
Federation Rep:	Bill Watson, 431 Wright Road, Valley View 5093	8264 6355
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
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>Central:</i>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
<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 29 October 2004. Corrections/amendments until Sunday 31 October 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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Website: The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

8 September 2004

Peter Brown – Real Estate Sales

13 October 2004

National Rally Post Mortem

10 November 2004

Quiz Night

8 December 2004

Christmas Meeting

CLUB RUNS / EVENTS

12 September 2004

Barossa Model Aircraft Club

Michael Buxallen

10 October 2004

Scones in The Park for CanTeen

Cancer Kids - Gil Purdie

23 October 2004

Country Music Camp Out

Blanchetown - Harts

30 October 2004

Annual Dinner at Athelstone

Football Club [note changed date]

3 November 2004 (Wednesday)

Midweek run to gardens - Beythien

14 November 2004

Eudunda Show — Sandy Martin

21 November 2004

Kempsters Shed Outing

5 December 2004

Christmas Picnic

6 February 2005

Registration Day at CCC

26 February 2005 (Saturday)

Twilight run and dinner at Bocce Club

3-4 April 2005

25th Anniversary events - Norma Schopp

14-16 May 2005

Kernewek Lowender—see Norma Schopp *now* for caravan park bookings

26 — 28 August 2005

(plus travelling days)

Transport Hall of Fame Anniversary in Alice Springs - R Hart & G Bailey

INVITATION/OTHER CLUBS' EVENTS

11-12 September 2004

Lower Murray Vintage Engine & Machine Club Heritage Rally

12 September 2004

Austin 7 Mallala Masters – Free entry with log book (2 persons)

18-19 September 2004

Chrysler National, Tamworth, Oakburn Road Parkway

21-30 September 2004

Motorfest—events either side of the Bay to Birdwood. Entry in B2B not required.

26 September — 2 October 2004

10th National Chrysler Rally Geelong Victoria

26 September 2004

Bay to Birdwood – Vehicles to 31/12/54.

26 September 2004

American Car Nationals, Queanbeyan

2-4 October 2004 (long weekend)

Riverland Vintage & Classic Club – Lake to River Run

2-4 October 2004 (long weekend)

Whyalla Vintage & Classic 30th Anniversary Rally

2-4 October 2004 (long weekend)

Kangaroo Island Motorfest, American River Oval, Steve

2-4 October 2004 (long weekend)

SE Street Machine Show & Shine, Mt Gambier

6 October 2004

Pinnaroo Show—featuring the Hart's Highway Palace

17 October 2004

Car Display — Sunnybrae

7 November 2004

Historic Motor Vehicles Club Show & Shine McLaren Vale Oval

12 December 2004

Invite to Christmas Parade Kingston SE

11-13 March 2005

10th National Historical Machinery Association Rally — Naracoorte

11 April 2005 (2 weeks)

Federation of Historic Motoring Clubs SA — SE Saunter Joy Watson 8264 6355

September 2005

Veteran National Hub Tour, Darling Downs Qld

[Events co-ordinator has event forms, except where otherwise noted]

SWAP MEETS

19 September 2004

Gawler (now at Trotting Track)

8-10 October 2004

Broken Hill 3 day

17 October 2004

Strathalbyn (now at Racecourse)

13-14 November 2004

Bendigo

6 February 2005

Lockleys Primary School

Entry Forms etc

Club events co-ordinator has contact details and / or entry forms for other club's events.

Welcome to New Members

Freda Del Fabbro
Glenelg North

1968 Chrysler VIP

Christopher Malone & Suzanne Lochhead
Dernancourt

1970 Valiant h/top

Malcolm Brown
Christies Beach

1930 Dodge DD

1970 Valiant sedan

1971 Regal h/top

1979 Valiant sedan

Cover Photo

Neil & Joan Wormald's 1930 De Soto 8 Tourer — *photo Richard Tapp*

The 1960 Chrysler New Yorker Coupe on the cover of the last magazine belongs to Jan Emmerson, rather than Maurice.

COMING EVENTS

Barossa Valley Model Aero Club

Sunday 12 September 2004

We will meet at the Carisbrook Park at Salisbury at 10.00 am for a 10.30 am start. A stop on the way is organised, which will give you a chance to stretch your legs. There is a toilet available at this stop.

The Aero Club will provide a sausage sizzle lunch,

tea, coffee and soft drinks all at a reasonable price. This run will be an observation run so two people in a car will be an advantage.

Any questions? Phone us!

Lyn & Michael Buxallen
8252 1381

Country Music Campout

Saturday 23rd October

(the CRCASA dinner night has been changed)

Kevin Frith from Blanchetown is helping to organise a fund raiser for the Royal Flying Doctor Service. There is going to be a Country Music night at 'Bindmurra' Station near Blanchetown. It will be a stay-over for the night, bring your own bed. Music will start at 12 noon and finish at 12 midnight.

Entry for the concert and camping is expected to be about \$20. There will be food stalls there, a camp oven tea will be available (probably \$5) and also breakfast the next morning. Or you can provide your own, whatever turns you on!

If you are interested in joining in the fun, either ring

Kevin on (08)8540 5154 or ring me on (08)8337 7887.

Bindmurra Station is 16.5 km from Blanchetown on the Swan Reach Road. Music from 12 Midday to 12 Midnight. Admission \$20 per person, includes camping. Camp oven tea available for \$12 only with 2 weeks notice advance booking. Steak sandwiches and other foods available. Licensed bar. Toilets but no showers. Water available. Day visitors welcome.

They are also interested to speak to singers or musicians who would like to volunteer their services. Contact Rodney Noll on 8540 5004 Mobile: 0400 741 839

Judy Hart
8337 7887

Annual Dinner

Saturday 30 October 2004

Athelstone Football Club. Bookings required in

advance. Refer flyer with this magazine.

Judy Hart

Midweek Botanic Gardens Tour

Wednesday 3rd November

Meet at the Club Rooms at 9.15 am for 9.30 departure.

We will be stopping for BYO morning tea on route and then join the Gawler Club for a BYO lunch prior

to visiting the Botanic Gardens. Bring Chairs & Table.

Trevor Beythien
8449 8905

Alan Kempster's Shed

21 November 2004

Visit Alan Kempster's shed at Reeves Plains, meet at Gilles Plains Shopping Centre car park 10 am for

10:30 departure. BYO lunch, 2 BBQs available at the Kempsters. Further details next magazine or contact Graham Bailey (8264 2261) / Phil Bakker (8268 2586).

10th National Chrysler Rally Geelong

The 10th National Chrysler Rally is being held in the Geelong area from 26 September to 2 October 2004.

Lorraine Beythien (8449 8905) is the SA coordinator.

Officially entries closed 1 March 2004. Questions to:

Jeff Brumhead.
03 9435 6220

FROM THE COMMITTEE

President's Message

The CRC is certainly a busy, active car-club, something that I feel keeps it "alive". During the last two months there have been three runs. Chris Howes and Cathy Wood suggested and ran the outing to the Enfield Heritage Museum. Just a perfect run for the day, short so older cars could be dusted off and brought out, well catered for and great value for \$2. Thanks Chris & Cathy!

Then came Trevor & Lorraine Beythien's first mid week run for many years. This run went to Sir Hans Heysen's home "The Cedars" at Hahndorf. Although it had rained, 12 cars turned out for another value event at \$6. This has encouraged Trevor to suggest another mid week run, which will be in this magazine. Thanks Trevor & Lorraine!

The third run was organized by Geoff & Cynthia Chase (and "Dodge" the galah) to Goolwa for lunch then on to Michael Finnis', of Collectable Classics, private collection of cars. This run attracted 30 cars and included people from Victor Harbor, Murray Bridge, Meningie and Mount Compass. A terrific run. Thanks Geoff & Cynthia!

Thanks to Malcolm Dubois who has completed the selection of car photos to be displayed in the clubroom and to Terry Jones who has written an article about those cars which is in this magazine.

Occupational Health & Safety risk assessment for our club has been requested by the Federation of Historic Motoring Clubs S.A. OH&S has an impact on insurance costs and

needs to be considered these days. Your Committee with the expert help of Chip Thomas will conduct the assessment.

We have had a request from the Phoenix Society for assistance with the restoration of a 1960 Dodge Phoenix, one of 400 built here at the Chrysler plant. The Phoenix Society was established in S.A. in 1958 so there is a good fit with car and society. Chris Howes has generously agreed to act as a consultant to the society, who are very grateful.

The Glandore Community Centre has agreed that we can name the new verandah to be built as a memorial to Murray Bryant, so a dedication of the verandah will be done probably at the December 8 Christmas meeting. The verandah is scheduled to be completed 31 October.

Judy Hart is working hard on arrangements for the Presentation Night Dinner on 30 October at the Athelstone Football Club, so fill in the notice in this magazine and post ASAP with your nomination for the McNair Award of Club member of the year.

We have lots to look forward to in the next three months, including the 10th National Chrysler Rally at Geelong, where hopefully the club will bring home some of the awards.

Ken Barnes

Secretary's Jottings

No doubt elsewhere in this magazine, there will be reports on recent Club Runs enjoyed during the past couple of months. Two runs come to mind, namely the mid week run to the Hans Heysen home, (-The Cedars) up in the hills, and the normal Sunday run to Goolwa to see Michael Finnis's car collection

As usual these runs were excellent, both interesting and enjoyable, and not too long with the inclement weather. Thanks to both the Beythiens and the Chases. I was surprised to see the number of later model Valiants now attending the Club Runs.

I will pleased to see the back of the cold weather as the days get longer with more sunshine. Before we know it we will be off to Bendigo National Chrysler Rally, so make

sure those cars are all set for the reasonably long trip. It's a pity the petrol would appear to be settling down to a period of high prices at the moment! The next few of months will be busy with the Annual Dinner, National Rally and then the Christmas wind up in December - it sure flies!

On a happy note it is great to hear of the QQG shelter to be erected at the front of the CCC Clubroom which the Car Clubs currently use. It is suggested that this shelter will be dedicated to the memory of Club Member, Murray Bryant who worked hard with the CCC.

Well, enough from me, good restoring, see you at the next meeting or the National Rally! Cheers

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Trevor Beythien, Lyn & Michael Buxallen, Judy Hart, Graham Bailey, Phil Bakker, Ken Barnes, Ross Fleming, Terry Jones, Andrew Staples, Lorraine Beythien, Bill Watson, David Schumacher, Kevin Williams, Arthur Doecke, Robert Nichols and Ron Hincks.

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

WEBSITE STATISTICS

	July 2004	August 2004
Visits	422	350
Pages	874	560
Megabytes	434	458

CLUB NOTES

Club Notes

WEDDING BELLS?

Chris Howes reported at the August meeting that he had found and installed a new set of valves for the Chrysler Royal.

This led to a chorus of inquiries about a wedding date — because Chris had previously reported that he and Cathy couldn't get married if the Chrysler Royal was not "on the road".

Chris confirmed that this did mean that the wedding *could* go ahead but (teasingly) drew members attention to the fact that tonight he and Cathy had come in different cars.

WHIPPET GOOD!

Ron Hincks advised that the Whippet restoration was finished and that he had procured a dog license from the local council.

Ron reported that the only problem so far was that it kept stopping at telephone poles and engaging in canine behaviour.

Apparently it will squat with a dab on the accelerator but won't "lift a wheel". Think about this Ron. Maybe I think that you may have a bitch.

DARTMOBILE

Graham Bailey reported that club members were working on Ken Dart's car trying to get it ready for the National Rally in Geelong. The probability of success was rated at about 80%.

TEAR DROPS

Graham Bailey also reported that he was planning on building another "tear drop" style caravan and that accordingly his current project was available for sale — see page 22.

ALICE SPRINGS

Dick Hart reported that the trip to Alice Springs next year would be in the last weekend of August.

LITERATURE

Chris Howes reported that Collectible Automobile had an excellent article on the S series Valiant I nits various American forms.

"Hey Charger" by Gavin Farmer and Gary Bridger got a good "rap". There is plenty of interest about Chrysler Australia — whether or not you are into Chargers.

Restored Cars has a write up on the 1960 Chrysler New Yorker. I am not sure if it Janice Emmerson's or simply one like it.

VALIANT HEATER CORES

Chris Howes found new stock Valiant heater cores at A C Radiators, 76 Mullers Rd (Cnr Bagot Rd) Greenacres SA 5086 ph: (08) 8369 1437

Richard Tapp

CCC DISPLAY WALL

The framed picture that the club is allowed to display on a wall in the club room is being upgraded. These pictures display CRC members' vehicles and it is intended to rotate the pictures regularly. Please take the time to examine them.

The latest pictures on display are the following :-

- 1925 Dodge Tourer owned by D. & L. Thompson
- 1957 Chrysler Royal owned by C. Howes
- 1929 Chrysler 77 Sedan owned by D. & C. Balasso
- 1929 Dodge Senior Six Sport Sedan owned by R. & M. Bryant
- 1926 Dodge 4 Buckboard owned by T. & C. Smeaton
- 1925 Chrysler 70 Tray Top owned by R. Frith
- 1926 Chrysler 60 Tourer owned by N. & J. Wormald
- 1960 Chrysler New Yorker Coupe owned by M. & J. Emmerson

Members are encouraged to provide the committee with one up to date photo of their vehicle. Details of year, model, and ownership should be written clearly on the back of the picture. These picture can then be placed in the clubs' photo album and used for future displays in the picture frame.

*Malcolm DuBois and Terry Jones
CRC Committee Members*

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.

CLUB NOTES

Club Notes (ctd)

HISTORIC REGISTRATION PROBLEMS

It has come to the notice of the Committee that a number of Club members have experienced problems with obtaining Historic Registration for their historic vehicles. This is in particular with vehicles not previously Historic Registered.

To enable the Club Committee to address these problems through the Federation, would members who have experienced, or still are experiencing such problems, please send details of such problems in writing to the Club Secretary, Ross Fleming (address in this magazine) per mail, or via the Internet per pegross@senet.com.au.

This is important to enable these problems to be correctly addressed and dealt with via the Federation. Remember also if you have a variation (modification) to your vehicle preventing historic rego, details of same can now be forwarded to the Federation Variations Sub Committee by the Club Executive Committee. You should of course have discussed same with the Clubs HVR first for guidance on the matter

Ross Fleming
Secretary

VINTAGE CLOTHING

I recently discovered a shop that sells vintage clothing. It is called Exclusive Vintage Clothing, it is at 35 Braund Road, Prospect, it is run by Jeanette Luke, the telephone number is 8344 4455.

Most of it seemed to be 40's, 50's and onward but Jeanette did say she had some 20's. So if you are looking for something to wear give her a try.

Judy Hart

CHRYSLER IMAGES ON WEB

The Chrysler Design Institute has a web site with images of a wide range of Chrysler vehicles, including many spectacular "one-of" show specials.

From <http://www.chrysler.com/design/> choose vehicle gallery for single images —and from there choose souvenirs for a screen saver collection

The Chrysler Car Club has placed a large number of photos from the 2004 All Chrysler Day on a website at:

http://photobucket.com/albums/v315/dodge_440/All_Chrysler_Day_SA_04/

They advise that "these pics will be burnt onto discs and sold at minimal cost to Chrysler Car Club of SA

members and may also be available to others, contact me if you would like the higher quality pics on a disc. The pics in this web album have been shrunk to be under 250k each.

Thank you to those people who gave me copies of their pics for this purpose, similarly if you have some you would like to add please contact me.

Most of all I would like to thank the Entrants, Sponsors and Volunteers who made it a great day!

Andrew (jaf) Staples
Chrysler Car Club of SA - Events
0412 426 360

STOLEN CARS

The club received a flyer from an Australian business that seeks to re-unite stolen vehicles with their owners — for a fee — presumably more quickly than the police would provide the same service.

You can read about it at www.stolencarsfound.com if this sounds like something that would be of interest to you.

QUIZ TIME

David Schumacher gave his fellow traveller's to the Dodge 4 National Rally in Toowoomba the following puzzle, to help them pass the time.

The following persons owned cars bearing their names, Messrs Chrysler, Dodge, De Soto, Plymouth and Maxwell.

Over the next five years they each exchanged their cars with each other at the same time each year, never owning the same car twice.

The information regarding the change-overs is as follows.

1. Dodge owns Chrysler's second car.
2. Plymouth's present car was last owned by Chrysler.
3. Dodge's first car was next owned by Plymouth.
4. De Soto's present car was Plymouth's third.
5. Maxwell's third car was next owned by Chrysler.

Question: Who is the present owner of Maxwell's second car — and what make of car is it?

David Schumacher

Your answers should be submitted to David Schumacher in a sealed envelope at the October meeting (or posted to him by that date) and the results will be announced at the Annual Dinner and reported in the next magazine.

Norma Schopp worked out the correct answer on the way to Queensland—but I am sure that she won't be telling!

Richard Tapp

PAST EVENTS

Midweek Run to "The Cedars"

4 August 2004

16 intrepid travellers and one baby made their way up the freeway to The Cedars on Wednesday 4th August.

The day before the weather was atrocious and the forecast for later in the day wasn't good but away we went. We had a few drop out from sickness unfortunately but most people who put their names on the list managed to attend.

We had a guided tour through Hans Heysen's studio, which he had specially built. Quite an interesting place. On exhibition were quite a number of his pieces including a couple of unfinished works, so you could actually see the process. There were also lots of his paints, tools etc in show cases.

He must have painted all day, every day to achieve the number of pieces he produced, and there are still things being presented to the family curator to be authenticated as a "Heysen".

Getting to the studio was a bit tricky. It is up hill, the cows had ploughed it into mud after all the rain and pooped all over the place, so they put down a couple of bales of hay on the path for us to walk on! we all made it without mishap.

Next we had a look through the house. It is like an Art Gallery, with paintings on every wall in every room. The house still has the Heysen family's furniture and fittings, and quite a few of the pieces that feature in the still lifes. Every room had a huge fireplace. It was a very interesting place. Nora Heysen's works are displayed in her little studio which also is the spot that Heysen painting his picture of his wife sewing. It is set up like it was in the painting.

We then had lunch in the waiting room, which had a lovely open fire burning. Then ... down came the rain. So we didn't get to walk through the garden. I think I will save that for summer time. It would be a lovely place to take a picnic.

Only a couple of vintage cars went on the trip, most of us opted for comfort, speed, demisters and heaters. Thanks to Lorraine and Trevor for an interesting drive.

Judy Hart

TAKE 2

Approx 12 vehicles (including a number of historic) braved the run organised to the Cedars. The run arranged by the Beythiens proved to be a most pleasant run despite the wet weather and slippery roads.

Cedars is the home of Hans Heysen, and is still owned

by his family. Located on many acres of land in the hills in the Hahndorf area, the original buildings including his home, outhouses and his studio are still in original condition, full of artefacts, family history and photos, along with the tools of his trade and many finished paintings.

We were ably escorted by a tour guide, who herself lived close by to the property, and was passionate about the painters achievements, and most knowledgeable about his works, and how he worked to create around 18,000 paintings during his lifetime. An interesting and most fascinating tour of pure history.!

Lunch, and tea/coffee was enjoyed by all in the old laundry, complete with a roaring open fire, and large kettle of hot water. Thank you Trevor and Lorraine for a great day, weather excepted!

Ross Fleming

TAKE 3

We haven't had many mid week runs in the past couple of years, so we decided to try a run for the retirees and those who work afternoon shift etc.

We decided to visit Sir Hans Heysen's home "The Cedars" at Hahndorf.

The weather the day before was the worst for 21 years, storms, hail, the Onkaparinga River was flooded and Verdun and Hahndorf were cut off from civilisation with flood waters. So, was it any wonder we had a few people ring to see if the run was still on.

We had eighteen people come along to visit one of South Australia and Australia's best known artists, home.

The home is still used by some of the Heysen family as a holiday home and is still furnished at it was in Sir Hans' days. Of course on every turn there are the magnificent paintings and drawings of his and his daughter. We were allowed to visit the studio, which was purpose built by Sir Hans. It had just the right lighting for them to paint. It is amazing to see such a grand room left in the way he would have had it so many years ago. What a beautiful piece of the world he lived in with the tall gums and cedars surrounding the buildings.

The ladies at "The Cedars" had a lovely fire burning in the waiting room after we finished the tour. This is where we had lunch and could use the hot water for our soups and coffee etc.

I think the Home out shone the weather for the day and I certainly enjoyed a look around the beautiful property, with our guides telling us some great stories.

Lorraine Beythien

PAST EVENTS

Private Car Museum at Goolwa

15 August 2004

The sun was actually shining! We arrived at the Top of Taps to find it wasn't freezing cold or a gale blowing, must be the first time ever. 25 cars were up there to begin the run, a very good roll-up.

Off we went, right on time. We drove down the Main South Road through Meadows then turned off to Goolwa. It is quite a pleasant drive when everything is looking so lush and green and the traffic wasn't bad.

We turned off to Goolwa but then had to do a right hand turn towards Middleton, which we missed and had to go back to, which took us down the side of the hills. What a view! Although I have been to Goolwa numerous times, I have never been on this road and am continually surprised by the beauty that is just around the corner!

We found the lunch spot with no problem and

settled down to eat. The wind was a bit chilly but we just snuggled into our coats. 6 more cars arrived from the local district while we were there, which made the attendance even better.

After lunch a few of the ladies made their way to the Market on the wharf while the blokes took off for the car exhibition. We eventually caught up with them at the cars. You could here the buzz from across the road. All these fellows talking at once!

What a collection! They had cars in there I've never even heard of - what's a Lloyd Alexander, for goodness sake. They were all set out nicely with information placards in front. There was also a big collection of Matchbox Cars of Yesteryear models in a glass case. All in all a very interesting place.

All in all, a very pleasant outing. Thanks to Geoff and Cynthia Chase.

Judy Hart

Sunnybrae Farm and Enfield Heritage Museum

Sunday 18/7/04

We met at the club rooms at 11-00 am (we actually arrived early) and by the time Chris called us to attention there were around 15 or 16 club cars and a couple of moderns, even though it was quite cold.

We got our instructions for the short run to our destination ... straight down South Rd to Regency Rd then into Gallipoli Drive and we were there, arriving around 12-00 noon. A couple of other members turned up giving us I think 18 club cars, pretty good for the weather conditions.

The museum staff had kindly set up tables and chairs under the verandah for us with hot water for tea or coffee. A couple of members brought their BBQs; others had various picnic goodies.

After lunch, about 1-15 pm, the museum staff split us into three groups & gave us a well informed guided tour of the complex



PAST EVENTS

Sunnybrae Farm and Enfield Heritage Museum (ctd)

which is quite extensive. Unfortunately Barbara and I had another commitment and had to leave early so maybe someone else could give us a more detailed report on the exhibits.

We thought it was a well worth while run & our thanks go to Cathy Wood & Chris Howes who organised the run, apparently after viewing Sunnybrae Farm as a possible



venue for their wedding later in the year.

Kevin & Barbara Williams

Left: 13 tonne flywheel from Gepps Cross abattoirs

Above and left: Members taking in the sights

Below: Car park scene showing some of the club cars on the run

All photos: Kevin Williams



PAST EVENTS

Dodge 4 Rally 2004

Many of you would know that I am interested in aviation. So when Melva Schumacher wrote in the last issue “and included ‘the worst plane ever built’ and one I am sure they took patterns from the film ‘Those magnificent men in their flying machines’ – it never flew and had killed six pilots trying to get it to fly.” my interest was piqued.

Whilst doing the last magazine I wrote to the museum and asked them to which aircraft Melva would have been referring. Lynette Zuccoli wrote back:

“Richard, Thank you for your interest in the Flying Flea. The Mignet HM-14 Pou du Ciel (Flying Flea) was completed as a prototype in 1934. It's designer Henri Mignet wanted to develop an aircraft that anybody could build using standard tools. He produced a construction Manual which was sold in thousands over Central Europe and other places and hundreds of Fleas were constructed.

Problems with design became evident when it was found that the aircraft could not be recovered from a dive of more than 15 degrees angle. The dive continued with a steepening angle down to the ground. There were a series of fatalities and following wind tunnel tests in Britain the Flea was banned from flying in many countries. Today there are over 300 modified versions of the original Flea with an active Club in France. The Flea in Aerotec's Hangar is built closely to the original plan and is one of two (the other in the Queensland Museum) in Qld.”

Max Noske collected a CD of more than 400



high resolution photos at the end of the Dodge 4 Rally. But who was the photographer? The Schumachers gave me Cled Davies' phone number, who gave me Stuart Westerman's phone number who gave me Robert Nichol's phone number — who gave me permission to use his photos.

And so you can see (bottom left) a picture of “*Pou du Ciel*” in all its glory. I was familiar with this aircraft, which is frequently modelled. However I was more taken by Robert's photo of one of the other museum occupants, an aircraft to which I had never previously seen reference — the Stipa Caproni. This is not an aircraft magazine to I will say nothing about it other than tease you with a small photo and a link to where internet users can obtain more information:



www.seqair.com/Hangar/Zuccoli/Legends/Legends.html

Photos right:

Max Noske's 1928 Dodge Fas 4, The Schopps, Edith McAllan, and Max Noske, Cled Davies' sporting machine, of Dry Land Racing fame etc., a Dodge 4 semi-trailer that caught my eye, a photo showing the darling Downs Veteran and Vintage Motor Club's club rooms and workshop, a vehicle on a hoist inside their workshop and a 1600 litre 6 cylinder engine and generator set at Highfields Pioneer Park & Museum— that “jam tin” on the end of the shaft is a 44 gallon drum.

Photos both pages: Robert Nichols

PAST EVENTS

Dodge 4 Rally 2004 (ctd)



FEDERATION OF HISTORIC MOTORING CLUBS

Circular to Member Clubs



CONDITIONAL REGISTRATION

At the June Federation meeting following the announcement of the appointment of the Standing Committee on Conditional Registration there was some discussion on Conditional Registration. It may be timely to provide Member Clubs with an update on the issue.

Over a year has passed since the revised Code of Practice was released at the Seminar in April 2003. As anticipated at the Seminar, the Registrar's office and the Federation have been monitoring the scheme's operation, and for the vast majority of participants the scheme continues to provide the best arrangement in the country for the use of their vehicles. Since the Seminar, the number of vehicles conditionally registered has risen by about 1000, putting to rest the notion that the Code would decimate the numbers. Less than 20 vehicles which were conditionally registered have been removed from the scheme.

At the Seminar the Deputy Registrar took note of the concern that period accessories such as sun visors or radios could make a vehicle ineligible for conditional registration. Immediately after the Seminar the Registrar advised all Gazetted Clubs by letter, inter alia, that

"---for the purposes of registration it was never intended to prevent owners of conditionally registered vehicles from fitting non performance enhancing accessories or safety equipment that do not detract from the historic integrity of the vehicle"

Accordingly, Clubs have been routinely approving non performance improving period

accessories, and much of the pedantic nonsense about things like rear louvres has evaporated. Further, the clarification has allowed most requests for variations to be handled at Club level.

There has been an issue raised about the wording of the Motor Vehicles Act, the Regulations and the Code of Practice. It has been suggested that the Code is out of step with the Regulations regarding the extent of modification allowed to vehicles without precluding Conditional Registration. Section 25 of the Act carries the provision for Conditional Registration, and in particular, the power for the Registrar to impose such other conditions as he chooses. Schedule I of the Regulations defines the class of vehicle to which the Act applies. The Code spells out in detail the conditions which have been put in place, which have been notified to registrants by publication of the Code, and distributed to the Gazetted Clubs. Our understanding is that there is no conflict between the layers of legislation.

Of the few requests which have been referred to the Federation, nearly all have been in one way or another, about improving performance over what the manufacturer provided for that particular vehicle. The Federation will continue with a flexible approach to assist members to achieve conditional registration, particularly to get over hard to find replacements, but has no ability to permit performance improvements.

The argument has been put that vehicles which were modified to improve performance more than 30 years ago should be regarded as 'historic' in their own right, and they are. However, the Code does not allow those vehicles conditional registration. There is no doubt that those types of vehicles have a place in motoring history, and should be preserved. There is an active historic competition movement around the country, providing ample opportunity for those vehicles to be exercised, even competitively if the owners wish. It is a different argument to the question of conditional registration. A 1970's Group 'A' Touring Car, complete with a highly modified engine, roll bars and a single racing seat and harness but no internal trim could be, if

FEDERATION OF HISTORIC MOTORING CLUBS

Circular to Member Clubs (ctd)

the argument was accepted, running on the road on conditional registration. That, or anything like it, is not what the scheme intends.

Mention has been made of the Federation Internationale Vehicles Anciens' classification for modified vehicles. They also have categories of original, rebuilt and copies, the last of which only become eligible in their code, 20 years after they are constructed (i.e. a vehicle modified now would be eligible in 2024). Note that FIVA classification covers vehicles up to 20 years old where eligibility for our scheme at present is 30.

If the FIVA Technical Code were relevant, this may apply to the class of vehicle which some advocate should be eligible for conditional registration. FIVA has other classifications and conditions which are not adopted universally around the world. The FJVA Code is a broad policy aimed at assisting bodies around the world to deal with the question of authenticity. Its opening paragraph goes on to say that "local clubs may add further rules to suit their specific needs". However, it does not allow the flexibility which we have and have exercised, to allow for instance, alternative transmissions or steering boxes in certain cases while retaining eligibility for Conditional registration.

FIA — FIVA has no statutory authority and while it is a useful reference and has been consulted in the development of the Code of Practice, it does not bind this Federation. It certainly cannot bind a Sovereign Government, which can make law as it chooses. A vehicle authenticated under the FIVA Code finds easy passage in entering international events, the primary purpose of the Code. It does not purport to provide eligibility for a Government's scheme of registration for a certain class of vehicles. Many would be aware that the Federation has pursued a classification for conditional registration for modified vehicles, and others have done so independently. The answer continues to be that the scheme is meant for vehicles presented in a condition as near as possible to factory specifications for that particular vehicle, and mainly because of tight budgets, there is no consideration of an

alternative scheme.

It is the considered view of the Federation that to continue to agitate the issue is not in the best interests of the vast majority of those whose vehicles fit the scheme.

A question which has occurred to one Club is whether the Code is retrospective in application. A new application (MR334) is not required for renewals, (the overwhelming majority), but is needed when a vehicle changes hands or when a member changes clubs. This approach is softer than requiring all renewals to be a new application, which would be resource hungry. However, Club Authorised Persons may advise an owner of changes needed and note them in the log book, with a grace period (perhaps to be reviewed at next renewal), or decline to renew a log book if they believe the vehicle is clearly in breach of the Code. The Club may refer such refusals to the Federation.

Since the Seminar of April 2003 there has been an expectation held by some that a further review foreshadowed at that seminar will be extensive. We are aware that there are some who would wish the rules to be relaxed regarding performance, but having had clarified the position that performance improvement over the manufacturer's specification generally will preclude conditional registration, those requests have been answered. *We understand that no further review is presently intended.*

The Federation has continued to lobby for a continuation of use of LPG, but at this stage the 2 year moratorium remains.

Clubs should continue to liaise with Brian Davey regarding Log Book administration, and Arthur Doecke, Chairman of the Standing Committee, on matters related to Conditional Registration.

Arthur Doecke
Chairman, Standing Committee
on Conditional Registration.
16 July, 2004

OUR MOTORING HERITAGE

Petrol & Oil

There are four major oil-producing and retailing companies in the world which share almost the entire Australian petroleum market:

BP-Amoco

ChevronTexaco

ExxonMobil

Royal Dutch/Shell.

Their parentage is multi-national, consisting of origins in Britain, USA, Germany, Netherlands and the Persian Gulf region. Just how widespread their components are is illustrated by their beginnings and acquisitions.

BP-AMOCO

British Petroleum began as Anglo-Persian [Iranian] Oil in 1899. American Oil Co (Amoco) originated as Standard Oil of Indiana, a component of Rockefeller's Standard Oil Trust founded in 1881/2 which was forcibly divided in 1911 by Act of US Congress. The British Petroleum name was first used in Germany in 1906 and was initially seen in Australia from 1917, becoming COR (Commonwealth Oil Refineries) from 1924 - when it opened the nation's first oil refinery - until 1957 when it resumed the BP tag.

BP absorbed Amoco Australia (which only set up here in 1962) in 1984. BP by then owned Burmah Oil (founded 1886) and its oil specialist subsidiary Castrol, the other oil specialist Duckhams (both founded 1899), National Benzole (1919), and Carless, Capel & Leonard (who coined the trade name "petrol" in 1896). The global BP-Amoco merger was completed by 1999. Castrol oils were first sold in Australia in 1913.

Other significant BP-Amoco acquisitions were the West German Aral (founded 1898) in 2002 and AtlanticRichfield (Arco), a US company with origins dating back to 1866. BP was the first company to produce engine oil in Australia (in WA, 1963). As a point of interest, its oil brand "Energol" - Britain's first multigrade, introduced in 1951 - was acquired when Price's Motorine (a joint subsidiary of BP, Shell and Burmah since the 1920s) was taken over by BP

in 1954. Price's had begun in 1830, making candles before moving successfully to the manufacture of motor oil in the late 1800s.

CHEVRON-TEXACO

Celebrating its 125th anniversary in 2004, since 1941 the Australian operating name (first appearing in the US in 1936) has been Caltex - a combination of California and Texas companies.

Texaco products are believed to have been imported to Australia in the late 1800s, formal arrangements dating from 1900. The first Californian refinery was established in 1876 by the Star Oil Co, later becoming Pacific Coast Oil and Standard Oil of California.

Chevron emerged from Socal after the 1911 break-up. The 1931 acquisition of the Indian Refining Co conferred the rights to the Havoline oil brand, whose name derives from the Havemeyer Oil Co of New York which began manufacturing specialized motor oils in 1904.

In 1981 Caltex purchased Golden Fleece (founded as shipping firm H.C. Sleigh & Co in 1895 - petrol importation dating from 1913) and Ampol (Australian Motorists' Petrol Co, founded 1936) in 1995. Consequently it is Australia's largest petrol refiner and retailer.

Pacific Oil Co was formed in 1932 and swallowed by Alba (founded 1933) in 1935. Ampol had absorbed Alba in 1945, the French company Total's (established here in 1954, and now part of the TotalFinaElf conglomerate in Europe) Australian assets in 1982 and independent Solo in 1990.

Kangaroo Petroleum was launched in 1959 and taken over by Golden Fleece in 1962. US company Phillips 66 appeared in 1961 and was absorbed by Golden Fleece in 1967. Southern Cross Petroleum is a Caltex subsidiary.

EXXON-MOBIL

Esso, a phonetic acronym (phononym?) for the pivotal Standard Oil of New Jersey ("Jersey Standard", founded 1870), and Mobil (originally Vacuum Oil Co from the late 1860s which merged with Standard Oil Co of New York

OUR MOTORING HERITAGE

Petrol & Oil (ctd)

[Socony] in 1931) form the largest oil company in the world and one of the world's largest corporations. Both Esso and Socony were part of the Standard Oil Trust formed in 1881/2 which was split up in 1911.

Mobiloil was imported to Australia from 1895 and Pratt's (a British director's name first appearing there in 1898) motor spirit from 1901-1916. Colonial Oil Co (a Standard Oil offshoot) began selling Green Label motor spirit in Australia in 1901 and was acquired by Vacuum in 1908. Both brands became Plume in 1916, changing to Mobilgas in 1954.

Vacuum introduced Australia's first horse-drawn petrol tanker in 1917. The Atlantic brand was launched in Australia in 1924, closely followed by Union in 1925, the latter marketing under the Venus label. They merged in 1927 and Jersey Standard bought Atlantic-Union in 1933, continuing to use the Atlantic brand until 1962 when it was altered to Esso.

US parent Esso changed to Exxon in 1972 and Mobil acquired Esso Australia in 1990. Mobil and Exxon merged in 1999.

ROYAL DUTCH/SHELL

Originating as a purveyor of sea shells in 1833, a tanker was commissioned in 1892 to transport Russian kerosene from the Caspian Sea. The Shell brand name became formalised in 1897 and Shell Transport & Trading formed a joint Australian company - British Imperial Oil Co - with Royal Dutch Petroleum (also formed during the late 1800s) in 1905. Shell and Royal Dutch merged in 1907.

In 1901 Shell was the first importer of bulk petrol to Australia. In 1925/6 Shell acquired Australia's Neptune brand (an 1880s soap and candle importer which changed to oil interests in 1905, importing oil from the US from 1909 - petrol from 1917 - and branding it Waratah) and in 2002 Shell took over Pennzoil-Quaker State Oil in the US.

Neptune had installed the first Australian company-branded petrol pumps in 1924 in Sydney. The British Imperial company name

was changed to Shell in 1927.

OTHERS

As an aside, The US oil brand Valvoline deserves a mention. Today owned by Ashland Inc, Valvoline was formed in 1866 to produce lubricating oil for steam engines. It absorbed Pennsylvania companies Galena Oil and Freedom Oil in 1931 and 1944 respectively.

Penrite Oil Co was formed in Australia in 1926, importing Pennsylvania oils. Blending equipment was installed in 1972 and the firm went into decline until taken over by a former BP oil man in 1979. Since then it has gone from strength to strength.

Various small Australian oil companies exist, or have existed, independently of the multi-nationals:

- Bear (1920s[?])
- BHP Benzol (19 [?])
- XL Petroleum (1966-)
- Independent Oil Co (1969-74)
- Gull Petroleum (1976-)
- Matilda Fuel Supplies (1982-)
- Liberty Oil (1995-)
- United Petroleum (19 [?]-)
- South Australian Farmers' Fuel (1999-)

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OUR MOTORING HERITAGE

Chrysler Bid for 1963

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IN these hectic modern times, to stand still means to lose ground.

So Chrysler were understandably alarmed to find that, while other U.S. car firms were chalking up their best sales since 1955 in recent months, their own figures were merely level-pegging with last year's.

Strong action was called for, and Chrysler took it. They rushed to completion a whole range of drastically restyled models for 1963, while their competitors were mostly content with minor face-lifts, staggered the industry by offering customers a "five years or 50,000 miles" warranty covering the "engine to rear axle power train" on all Chrysler Corporation cars and trucks sold in U.S.A. and Canada. (No, the guarantee does NOT apply in Australia. Factories outside North America belong to the Chrysler International set-up, which isn't included in the scheme.)

Chrysler's claim that their 50,000 mile warranty was the automobile industry's first may have been overstated — Sweden's Saabs are guaranteed against any mechanical defects for 100,000 miles in U.S.A. and 50,000 miles in South Africa, where roads are bad — but it was certainly a "first" so far as the local industry was concerned.

Covering the engine, clutch and gearbox or automatic drive, propeller shaft, universal joints and rear axle, the warranty is additional to the normal overall guarantee of one year or 12,000 miles. It remains in force even if the vehicle changes hands several times, on condition that it is taken to a Chrysler dealer for servicing every two months or 4,000 miles.

The move made headlines all over the world. The New York Herald Tribune said it could spark off a return to the old ideal of service to the consumer, and added: "Undoubtedly, other automobile manufacturers will seek to follow suit or come up with something equally attractive."

Here's hoping that this prediction will be

borne out, and that the long-term warranty idea will eventually extend to other countries, so that motorists "down under" can benefit from it as well.

Meanwhile, let's take a look at the 1963 Chrysler range.

A PLAINER VALIANT

The car which is of greatest interest to Modern Motor readers — the Chrysler Valiant — is also the one to get the biggest changes. In fact, it is the first of the U.S. compacts to get the full restyling treatment.

Introduced three years ago, along with Ford's Falcon and Chevrolet's Corvair, the Valiant lagged well behind its rivals in sales, even though it offered a bigger, more powerful engine and higher performance, at little extra cost.

Main criticism concerned its complex body panels. Highly ornamental, costly to repair or replace, they didn't jell with the growing desire for functional simplicity and economy that had created the demand for compact cars in U.S.A. So, for 1963, Chrysler decided to get rid of them.

As the pictures show, the new Valiant is almost severe in its simplicity. The basic low profile is still there, but it has been shorn of all ribs and indentations. Even Chrysler's beloved tailfins have gone, giving place to sharp-ridged quarter panels, not unlike those of the current Mercedes range.

The boot lid still slopes down sharply between these, even though the rear window now cuts more deeply into its forward end (the high rear-window sill was another feature that was disliked on previous Valiant models).

At the front, the once-narrow radiator grille has been widened. The four-eyed look has gone, too: the new Valiant is the first Chrysler since 1957 to revert to single headlights.

The front bumper, which previously hugged the bodywork, is now supported

well away from the sheet metal, giving more realistic impact -protection. This has added 2 ¼ inches to the car's overall length; on the other hand, by dropping the tailfins, the designers were able to reduce the maximum width by 1 ½ inches. Other dimensions are unchanged.

(Incidentally, all these changes have also been applied to the Valiant's sister-car, the Dodge Lancer, which isn't sold in Australia.)

The unitary body structure has been strengthened by thickening the metal in some places; better moisture drainage is provided, and generally more attention has been given to rust protection.

The Valiant's interior has also been simplified: the accent now is on better-quality materials and finish rather than ornamentation.

This simplification may even have gone too far, so far as dash treatment is concerned. The layout is plain without being attractive; one misses the instrument binnacle, and the grouping of different-sized dials seems haphazard.

Seating has been improved in shape, padding and trim. There's a new heating and ventilation system, claimed to provide 40 percent greater flow and better air distribution. A recirculating type air-conditioner is offered as an option for the first time.



OUR MOTORING HERITAGE

Chrysler Bid for 1963 (ctd)

MECHANICAL CHANGES

Mechanical Improvements include:

- Parallel action screen wipers, which do away with the unswept "V" in the centre.
- Spring-staged choke and beefier starter motor, to improve cold-weather starting.
- Closed-crankcase-ventilation, to reduce the amount of unburnt hydrocarbons in the exhaust and help keep the engine cleaner.
- Several refinements to the alternator, which seems to have given trouble on earlier cars. ("A number of steps have been taken to lengthen life and reduce service problems" say Chrysler.)
- Reduction of clutch-pedal travel, and a smoother meshing gearbox.
- Heavier rear-axle shafts and larger bearings.
- Aluminised-steel exhaust mufflers and tailpipes, to offset corrosion.
- A new hand-operated, pull-and-twist parking brake, "to provide increased left-foot room for the driver" and make the brake easier to release.
- A bigger fuel tank — 18 gallons instead of 14 (U.S.).
- Five-leaf rear springs instead of the normal four-leaf type for Valiants fitted with the bigger 225 c.u. in. engine (optional in U.S.A., though standard in Australia).
- Along with all these changes, Chrysler have added a convertible coupe to the Valiant range, which now offers nine different models in three series: -
- V-100 and V-200 series - two-door sedan, four-door sedan, four door station wagon; Signet series — two-door hardtop; V-200 and Signet — convertible coupe.

The new convertible uses the basic structure of the two-door hardtop - plus heavily reinforced sills and underpan to preserve body rigidity. It's available with a manually or automatically operated top.

"FULL-SIZE" CHRYSLERS

The public's lukewarm reaction to the Valiant was the biggest single reason for Chrysler's failure to improve overall sales on a rising market last year, and this seems

to have soured the firm on the whole idea of compacts.

Said Chrysler-Plymouth boss C. E. Briggs, announcing his 1963 models: "We have had four successive years of increasing sales with cars of traditional Chrysler size. This year our deliveries are running about 35 per-cent ahead of a year ago. With this kind of a record we are continuing the policy of building only full-size cars in the medium-price class. There are no compact Chryslers in our 1963 line-up."

Apparently, for both statistical and merchandising purposes, the Valiant is now considered a separate entity.

Having pinned their faith in "full-size" cars, Chrysler decided to make to make them larger still: all models have been lengthened for 1963. Plymouths got the biggest increase - three inches longer overall, bringing sedans to 17ft. 1 in., station wagons to 16ft. 6 in. - and 1 1/2 inches wider at 6ft. 3 in.

This still left them a good deal smaller than the Chryslers (sedans, 17ft. 11 1/2 in. by 6ft. 7in.; wagons, 18ft. 4in. by 6ft. 8in.).

Only exception was the firm's super-luxury model, the Chrysler Imperial, which was shortened by an inch. But it remains the biggest car made in U.S.A. today, measuring 19ft. overall and 6ft. 9in. across.

The Imperial is also the only model that hasn't been completely restyled - merely had its fins pruned and was given a new roofline. All other Chryslers and Plymouths (and presumably the big Dodges, which are still to be unveiled) boast completely new bodies with plainer, crisper lines, claimed to "reflect more mature American styling."

Basic specifications remain unchanged, except that the Chrysler New Yorker and Newport models get a 2.76:1 rear-axle ratio for better fuel economy. However, a number of detail improvements are claimed.

As on the Valiant, the body structure has been stiffened and given more protection against corrosion.

All engines get better breathing and exhaust silencing, and closed crankcase ventilation is now standard.

Alternators and starter motors have been, strengthened

Brakes are servo-assisted, have bonded linings and are said to be more fade resistant. The parking brake has been moved from the transmission output shaft back to the rear wheels on manual models, and replaced by a sprag device on the automatics.

More optional high-powered engines are offered. In the Chrysler range, the 300

"sports" models can be had with a 413 cu. in., 360 h.p. V8 instead of the normal 383 cu. in., 305 h.p. unit. Plymouths, whose normal power-plants are a 225 cu. in. inclined six and 318 cu. in. V8, offer three beefier options, ranging up to a 413 cu. in., 410 h.p. ram-tube manifold engine for competition cars.

Chryslers offer 14 models in six body types and four series - New Yorker, 300 sports, Newport and 300J. The 300J - a luxury "sports-type" two-door hardtop will be out in November.

Body changes include a new roof with wider rear pillars and more shade (Detroit has realised at last that its back-seat passengers have been courting sunstroke). There's 4in. more rear-seat space in hardtops, and all cars improve leg-room for central passengers by reducing the transmission hump.

Interiors are completely restyled, and there's a fantastic 31 cu. ft. of luggage room in the boot.

Plymouth offer 26 different models - and their nine-passenger station wagon can now be bought with a six-cylinder engine as well as a V8.

Body and mechanical changes follow the same pattern as on the Chryslers.

As with the big Chryslers, all 1963 Plymouths are "standard-size" cars, on a 9ft. 8in. wheelbase. Again, the makers stress that "there are no intermediates, in-between models, short-wheelbase or small-engined cars in the line.

One doubtful innovation is the use of two-ply rayon cord tyres on all models except station wagons. Plymouth say they develop less internal friction, so keep cooler at fast highway speeds - are also more flexible, giving a smoother, quieter ride on rough roads.

Chrysler Corporation's retreat from the compact field (with the exception of the Valiant) is a bold step. I wonder if they're right in thinking Americans are ready for another "size race."

But there's no doubt about the sales appeal of their new 50,000 mile guarantee. If the undertaking isn't hedged about with too many conditions and can be honoured economically, it alone could be enough to save the Corporation's bacon.

Can't wait to see what the opposition can produce to match this.

Theo James

RESTORATION STORY

Willy Overland Model 96A Whippet Tourer

The story of Betsy 2 started some 50 odd years ago when I traded a 1948 Matchless M/Cycle for a 1930 96a Whippet Ute, and it was good to have 4 wheels underneath me, and some sort of comfort from the elements when driving up and down from Mylor to Adelaide and back each day to earn a living.

At this time I was employed in the PMG's Dept as a linesman, and was soon to be sent to several country areas for the next ten years or so.

I had a girl friend and we decided that the car should have a name and so it came to be known as Betsy.

However time rolled along and various other vehicles passed through my hands and then one day at Kadina I saw this car in a shed while looking for parts for a mate of mine and decided to buy this car and one day restore this sad old half wrecked looking heap of rust.

So some weeks later it was trailered home. Well this was it, when the wife saw what I had done with the kid's inheritance she told me to take it all down to the nearest scrap metal place as we had enough rusty iron in the yard already. Some people have no sense of humour do they? The Whippet was duly unloaded and hidden out of sight until the day I could start a restoration program.

That day was in 1996 and the plan got under way. 4 new tyres, tubes and rust bands, then off came the wheels; the jack stands that I had bought came into use. Then all hell broke loose as the body came apart; the woodwork was rotten and most of it fell apart. It was useless for patterns.

The next step was to check the chassis; yep you're right, its way out of whack. Just my luck I had another one up at my friend's farm at Kapunda. A quick trip to the farm and an exchange of chassis and we were in business once again.

Plenty of other things to worry about as the radiator surround had to have major surgery; and it was not covered by Mutual Health — but that's another story. After the chroming was finished several other items were also taken care of. Some parts had to be made up; patterns were made, castings were then made and machined.

Of course all of this takes time and money [now it's the grand kids inheritance.] The mud guards were in a hell of a state but were duly straightened and put into shape [not by me.] The wood work got off to a good start, and the doors and other panels knocked into shape. Now it was starting to look something like a car of sorts. Then the motor was stripped and bored — it had the full treatment. The gearbox had a few minor things replaced and likewise the diff. The tail-shaft had surgery also and new uni joints as well. I won't mention about the trouble with the timing clutch but if you are interested, please talk to Richard Hart for a better description of it.

Having had most of this work finished it was then time to have someone do the upholstery and the hood plus side curtains and of course the painting.

Thanks to all members that assisted in this restoration. You all know who and what you have done and I truly appreciate it.

The supply of biscuits cost \$2,143 and the rabies injections from the state government cost \$2.80 plus tax of \$2,761.14c

Now I know some one is going to say to me something about the colours that I have chosen. Well forget it mate, because this is the colours that I wanted for Betsy 2.

Another thing I will not disclose is the amount I have spent on this car because I don't want my wife to find out — or the grandkids!

The restoration took 8 years to complete and Betsy 2 was (re)born in July 2004.

Ron Hincks



MARKET PLACE (CTD)

WANTED

To track down my grandfather's 1924 Maxwell which the family sold in 1969 into Victoria. The vehicle had disc wheels and had SA registration 02-756. John Metcalfe (02) 6247 7311

1929 DA Dodge steering tube inner. Anonymous. Contact Editor if you wanted this and if you have one to sell!

Chrysler 72, 75 or late 70 or 77 or an L80. Prefer a Roadster or open tourer but would consider a closed car. Graeme Louk 02 8765 1304

1934 Plymouth grille surround emblem. Stewart Fuchs 8389 9096 or 0423 178 704 (see pic)

1937 Chrysler Royal grill and bonnet. Brendan (Victoria) 0411 439 141

1938 Plymouth speedo, Wayne Bartlett 0438 285 807

1954 De Soto (American) LHD headlight rims, Phil Riley 0400 392 393

AP2 or AP3 Chrysler Royal V8, drivable and complete. Lana Barlow 0429 200 346

1961 Chrysler Royal / Wayfarer front guards, bonnet, tailgate. Wayne Bartlett 0438 285 807 or Greg McNair 0417 286 207

S series Valiant original radio, working or not ,and a heater of any kind to suit. Wayne Bartlett 0438 285 807

VC or AP6 Valiant for parts. Does not have to be complete. No motor/trans/interior is fine. Can even be rusted. Must be cheap and at least rolling to get on to a trailer. ap6valiantv8@yahoo.com.au

VC Valiant good R/H front guard, good front or rear bumper and rear ute bumper. Wayne Bartlett 0438 285 807

1971 VG Valiant heater core or whole heater assembly in serviceable condition. Chris Howes 8165 3971

VG Pacer hardtop to strip and restore, should be in original condition and 99% complete. Brendan (07) 4951 0534

Hillman Hustler, any condition, Adam Lochhead 8265 2625

GE Sigma SE bonnet emblem / ornament. Jon Mitchell 8387 6949

VH E55 Charger - John Alessi (03) 9470 3626



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

FOR SALE

Early '20s Dodge starter/generator. Free to genuine restorer. Kevin 8443 3143

1923 (approx) Maxwell chassis and front cowl. Give away. M Seal 8390 1632

Dodge 4 motor, complete set up on stand and running. Good condition, early starter generator, asking \$250. 8296 7449

1924/25 T model Ford, partly restored, \$2,000, Les Kennedy 8258 9594

1925/6 Chrysler roadster parts (gearbox, tail shaft, diff, bits for hood, etc. Also ten assorted 20" and 21" rims - makes unknown. All give away (take the lot if you like and make my wife very happy). Max Slee, 8332 7972 A/H.

1928/29 De Soto [Eng# BK100227], needs total restoration, 88% complete, no grill or radiator, has been in shed for 54 years, located 100 km south of Nyngan NSW, \$2,500 ono, Ron Clemens (02) 6892 5028

Pre-War Sportsman teardrop caravan—unfinished project. New base frame and floor, wall frames repaired or replaced where necessary, Masonite ready to clad outer. Cost about \$500 so far. Sell \$250 as is. G Bailey 8264 2261 or 0419 294 058

1936 Plymouth gear box, offers, Kerry Huddy 8250 4631

1937/38 Plymouth wiring loom, 8 hub caps in VGC, assorted starters, generators and other engine parts. Bruce Hartwig 8388 5738

1938 Dodge sedan [RDP-101], black, new paint, trim, tyres, chrome, glass, historic registration, \$10,500 Allan 0427 350 001

Inlet valves to suit 1937-41 Chrysler, De Soto Dodge 1941-1942, Dodge truck 1937-48, Fargo 1937-41, Plymouth 1941 only, all with 3 3/8" bore engines, only \$50 per set. Inlet valves to suit Dodge 1942-52, Dodge truck 1942-51, Plymouth 1942-52 all 3 1/4" bore only, limited stocks, \$10 each. Gudgeon pins new to suit all 3 1/4" bore Dodge Plymouth side valve engines, genuine Mopar \$5 each. Manifold gasket sets new to suit all Dodge, Chrysler De Soto Plymouth etc side valve engines, 6 cyl and 8 cyl from 1934-63, also 1929 de Soto, Chrysler 70, 72, 75 and Dodge Senior 6. Dodge Plymouth new factory original instruments panel lens suits Plymouth P22, P23, Dodge D39, D40 plus lots of other early lenses. Les Sonter 02 9639 8703 0407 290 340. Note that these parts can be taken to the National Rally avoiding delivery costs.

450x17 metal wheels, 6 stud, plus straight axle. Give away. Fred Cooley, Ardrossan 8252 0871 or 0413 414 283

1954 Dodge Kingsway, 6 cylinder Kew motor, original interior in good condition, panels straight and original—no rust ,heaps of spares, drivable, needs paint and new brake master cylinder, regretted sale \$2,000 neg, 8339 4268 or 0439 394 268 (see pic)

1955 Dodge Ute 108 series engine# TEI 1916 very good condition, new interior, new paint (red), \$2,500 spent on engine, manual included. Listed on www.uniquecarsandparts.com.au to view. Vehicle is at Meningie but can be brought to Adelaide. James Down 0414 414 283

Dashboard, doors, 3 torsion bars and lots of other parts for a 1959 Dodge Custom Royal. John 0415 885 711

S series Valiant, 318 V8, disc brakes, power steering, rust free

body, black with black interior, new LP gas system, drives very well, \$7,500 no offers, Justin 0423 760 526.

2 S series Valiants with push button auto, not running but suitable for restoration and a large variety of original spare parts. Jim (07) 3829 0075

1963 Dodge, 318 ,pb auto, partly finished restoration, stripped to bare metal, rust cut out and re-metalled after sand blasting, undercoated (green), engine OK, parts stripped, boxed and labelled, fully garaged, complete except for rear window (broken), \$1,000 as is where is, Wayne Cailes 0407 419 243

1964 Dodge Phoenix [WXB-612], 318 poly, dark red, velour trim (faded), \$6,000 Kevin Kent 0418 831 965

1967 Valiant VC manual sedan [NSW ZGD-601], original, Celtic Blue, 51,200 miles, stored since 1992, many original options, \$15,950 ono, Frank 0402 069 307 (NSW)

1969 Dodge Ute [RHS-213], slant 6, will run, body rusty, 75% under cover, reasonable offer Kerry Huddy 8250 4631

1969 VF Valiant Pacer, all parts including engine, gearbox, floor shift, grill, disk brake front end in. sway bar, instrument cluster, black seat and door trim, glove box lid, dashboard trim, and rear pillar trim, cheap. Warren Quinn 0409 925 589

1970 VF Valiant sedan, 225 manual with extractors. Also 225 2 barrel intake with 350 Holley, cheap. Warren Quinn 0409 925 589

1970 Valiant Auto S/W Safari [VOK 636], hemi, reg, \$1,000 Mrs. Tillman Ph 8270 3112

Galant, running gear and engine in good condition, vinyl roof torn badly, dash cracked, give away 8281 2150

1976 Chrysler ute, yellow, fair condition, Irene Adams, PO Box 37, Kendall NSW 2439

Chrysler Centura [SLA-505] deceased estate, nice condition \$2,000 — 8356 9391

1971 Chrysler Centura [SOF-505], 6 cyl hemi, air, auto, beige, vinyl roof, good original condition, deceased estate, \$2,000 8294 5764 or 0413 932 426

VJ Valiant Regal s/w 318 auto, ps, a/c, red, new auto, front suspension done up. new carby, quarter panel, very little rust, not roadworthy but all parts to restore, \$1,500, Graham 8277 0284

1978 Chrysler Regal LeBaron [SHX-483] 215,000 km, silver, maroon interior, grey vinyl roof, garaged and in good condition, \$3,000 ono, Viv Stringer, 8635 2125 Pt Broughton

CM Valiant speedo, 4k on odo & clock \$offer Jim Nettle 8289 3880

1993 Mazda 323 Astina [VLO-650], dark green, 1.8l, 16V, 5sp, air, PS, 4W disks, tinted windows, 143,000 km, VGC, \$8,500 ono, Kevin or Barbara Williams 8251 3240

Comet Oxy welding kit plus extras, trailer level ride & jacks, 20 kg lead, reasonable offers, Reuben Thomas 8392 2602



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