



***THE
CHRYSLER
COLLECTOR***

Number 155

November / December 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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Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	ah 8264 2261
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Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
Committee:	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
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<i>South:</i>	Ross Bryant, 12 Alma Street, Panorama 5041.....	8277 8220
<i>Central:</i>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083.....	ah 8269 4771
<i>Central:</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
<i>North:</i>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
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The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 7 January 2005. Corrections/amendments until Sunday 9 January 2005. 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 digital photos should be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

Website: The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

10 November 2004

Quiz Night

8 December 2004

Christmas Meeting

January 2005

No meeting!

9 February 2005

Annual General Meeting

16 February 2005

Committee meeting

9 March 2005

Len Clark — restorations

CLUB RUNS / EVENTS

21 November 2004

Kempsters Shed Outing

5 December 2004

Christmas Picnic

30 January 2005

Ray Miels Memorial B/fast Run

6 February 2005

Registration Day at CCC

26 February 2005 (Saturday)

Twilight run and dinner at
Boccie Club

19 March 2005 (Saturday)

Coffee Run—Judy Hart

3 April 2005

Club 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

17-21 November

Classic Adelaide

12 December 2004

Invite to Christmas Parade
Kingston SE

28-31 January 2005

Mt Gambier Annual Australia
Day event

13 March 2005

Geelong "Chryslers by the Bay"
show

11-13 March 2005

10th National Historical
Machinery Association Rally —
Naracoorte

20-28 March 2005

Booker Rally near Camperdown
Vic

25-28 March 2005 (Easter)

16th Biennial Vineland Rally —
Mildura

25-28 March 2005 (Easter)

40th anniversary Kankanya —
Qld

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

SWAP MEETS

13-14 November 2004

Bendigo

16 January 2005

Hahndorf (at oval)

6 February 2005

Lockleys Primary School

24 July 2005

CRCA (NSW) Liverpool Super
Swap Meet

Entry Forms etc

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

Welcome to New Members

Merrily Hallsworth
Mitcham

1928 Dodge Fast Four

Christopher & Meryl Norman
Park Holme

1963 Chrysler Royal

Stephen Westbrook

Loxton

Malcolm & Elisabeth Curtis
Hawthorndene

1929 Dodge DA

Vic & Yolanda Macolino
Sefton Park

1937 Dodge D

Cover Photo

Ross Bryant's AP6 Valiant (I think), photographed at the 2004 breakfast run — *photo Richard Tapp*
I was going to use a different vehicle on the cover, but as I was making phone calls trying to identify it, a previous owner (I was getting close!) told me that it had been on the cover before. He even knew the date and issue number from memory. So I figured that I had better choose a different vehicle, to spread the glamour shots around. Thank you Michael, bad luck Mark!

COMING EVENTS

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.

*Graham Bailey (8264 2261)
Phil Bakker (8268 2586).*

Christmas Picnic

Sunday 5 December 2004

This years annual Christmas picnic will be held at Felixstow Reserve, Langman Grove, Felixstow.

Assemble 10.30 am at the CRC clubrooms for an 11.00 am departure. Lunch, plates, cutlery & serviettes will be provided by the CRC. Please bring chairs, tables and drinks. Cost per family is \$5.00 and \$3.00 per single.

MEMBERS PLEASE BRING A LARGE

SALAD OR SWEETS TO SHARE

Father Christmas will visit during the afternoon. If you didn't add your name and number attending to the list provided at the meetings and wish to be included please contact Neill or Joan Wormald on 84497254.

To allow time for the purchase and wrapping of presents, please ensure all details are provided on or before 28th Nov .

Neil & Joan Wormald

Ray Miels Memorial Breakfast

Sunday 30 January 2005

Meet at club room Clark Avenue Glandore 7 am for a 7.30 am start. After a short drive we will arrive at the venue, which has toilets, shade, 3 free electric BBQs (or bring your own cooking apparatus), shelter if the weather turns bad and is nicely lawned..

This will be the Australia Day long week-end so

if you feel inclined, fly the flag. This is a fun event and those people who attend are always glad they got up early.

So if you have not been on this event before come along and join in.

*Ken & Carole Barnes
82937923*

2005 Chrysler Hemi

If you didn't already know, Chrysler has reintroduced the Hemi V8. One of the models in which it is available is the new 300 range.

Photo from www.chrysler.com



FROM THE COMMITTEE

President's Message

Here we are in November 2004 already. The club events during Sept/Oct have been fabulous. It started in September with the run to the Barossa Model Aero Club, which included an interesting observation run put together by Lyn and Michael Buxallen. Ross Bryant, Brenton Hamilton and myself had never been to the South Para Reservoir and to see it with water over the spillway was something special. A big thank-you to Lyn and Michael.

Then came the 10th National Chrysler Rally in Geelong. The Victorian branch of the CRC certainly did an excellent job of the event. Nice to see South Australians Ray Knight (Mt Gambier) and Ashley Farrow (Adelaide) win first for their cars and Kevin Frith (Blanchetown) come runner up with his ute. The Victorians had some good ideas but they battled hard to get the entrants they had, with noticeably less wooden wheelers.

Gil Purdie organized scones in the park on 10 October, which was a great success. It was good to see people enjoying the rides in the old cars, having their photos taken by the cars as well as enjoying scones, jam, cream, sandwiches and tea & coffee, all raising money for CANTEEN (teens with cancer). Brilliant Gil Purdie!

Then off to the Country Music Camp-out, great music, poetry and venue of 40,000 acres of Bindmurra Station

via Blanchetown. Kevin & Roxanne Frith were on the organizing committee and worked bl**dy hard but must have felt it all worthwhile when they heard that the event raised \$15,000 for the Royal Flying Doctor. The club turned out 16 vintage vehicles including the grand old lady Highway Palace, which also helped raise money for the R.F.D. with probably 55 to 60 people all spending money.

You would have now seen the huge verandah that has been built on the clubroom, some of the boys reckon the cross beams would be great for attaching a block & chain pulley for lifting engines etc. Even the Glandore Community Centre are amazed at the height and plan to secure lattice and sarlon on the eastern side to improve the appearance and usefulness.

This message will be in the Nov/Dec edition of The Chrysler Collector and so as we approach the coming Festive season and look forward to seeing the Jolly Old Gent and Mary Christmas on 5 December, Carole and myself wish you all a Merry Christmas and Happy New Year and want you to know how much we have enjoyed your company and all the events over the past year.

Ken Barnes

Secretary's Jottings

The jottings this month will be short and sweet, as they are being put together both early, due to the National Rally, and with my missing the last run. It is good to see meetings attendances still maintaining healthy numbers, this trend should continue with the warmer weather upon us.

For the last few weeks I guess many hours have been spent checking your rally vehicle and cleaning out the car and the boot (if it has one of course). It makes you also realise how lucky we are having the likes of John Biddle virtually around the corner. I needed an exhaust gasket for the Plymouth plus a replacement wiper blade. No problem! A quick call to John, an exchange of few dollars and all is well. What's more he has the bits out

ready for you when you get there. Great service John, and good to see you back on your feet again.

It was great to see our old mate Kenny Dart at the last meeting. Despite his hassles, Kenny still has his sense of humour and is always good for a laugh. Ken has sold the DA Sedan, but made sure the new owner was to become a new Club member.

I think credit must once again be given to Richard Tapp for his work with the Magazine, and to the crew who prepare the magazine for distribution - a good job all round.

Bye for now.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Trevor Beythien, Judy Hart, Graham Bailey, Phil Bakker, Neil & Joan Wormald, Ken & Carole Barnes, Ross Fleming, Norma Hamilton, Max Noske, Lorraine Beythien, Bill Watson, Lyn & Michael Buxallen, Kevin Williams, Ashley Farrow, Ron Hincks, Joy Miels, Des Lehman, Margaret Edwards, Ian Fisk, Chris Howes and Michael Rees.

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

WEBSITE STATISTICS

	September 2004	October 2004
Visits	495	408
Pages	962	766
Megabytes	582	360

CLUB NOTES

Club Notes

WOMEN DRIVERS

The Advertiser on 5 January 2004 reported the following from its pages of 75 years before:

“In spite of the opposition that existed at one time to the granting of drivers licenses for motor cars to women, the opinion of the Adelaide traffic police is that the average woman driver is more careful than the average man.

There is of course the flapper, who will pace it with anyone just as far as her ability and her car will allow her, and there is also the elderly lady driver who insists on keeping to the crown of the road.

But apart from these, women drivers mostly believe in safety first, and keep fairly rigidly to the rules of the road.

In proportion to their numbers, convictions against women for speeding are considerably less than those against men.”

Submitted by *Norma Hamilton*

FOUR BONES

Graham Bailey found this article in the Newsletter "Reveille", from the Blackwood & District RSL.

It is said the membership of any organisation is made up of — four bones.

There are the "Wish Bones" who spend all their time wishing — someone else does all the work.

Then there are the "Jaw Bones" who do all the talking and — very little else.

Third are the "Knuckle Bones" who knock everything that — any one tries to do

Finally there are the "Backbones" who get under the load — and do all the work

So, which bones are you?

The picture below is from the September / October 1960 edition of the Chrysler Chronicle, the marketing journal of Chrysler Australia Limited.

SIMCA "HELL DRIVERS" THRILL THOUSANDS



Simca's famous "Parisian Hell Drivers" are now in their second year, thrilling hundreds of thousands of spectators throughout the United States. Last year the troupe played to 600,000 paying customers at 111 performances. That Simcas can perform such stunts as shown in our photo is a wonderful tribute to the cars' stability and sturdy construction.

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

Dodge 4 Rally in the Press

DODGE FANATICS HIT HIGHFIELDS

It's uncommon for a car to reach the 200,000 km milestone these days, unless you're part of the Dodge 4-Cylinder Register, that is.

For the many early model Dodges at Highfield Pioneer Village last week, that kind of mileage was surpassed a very long time ago.

Max Noske's 1925 Dodge Tourer lived up to its name, making the 1,975 km journey to Toowoomba from his hometown of Goolwa on the South Australian coast with relative ease.

"I had a few minor troubles; a leak in the water pump and a couple of other things. As a boy I remember my dad had one (a tourer) and after about 200,000 km he dived to trade it in."

Mr Noske joined scores of Vintage Dodge enthusiasts in their fully restored vehicles that visited Highfields, Toowoomba and the Lockyer Valley last week as part of the Dodge 4-Cylinder Register seventh biennial rally.

"It is actually a pretty special year for the Dodge 4-Cylinder Register, since it's been 90 years since the first Dodge was built at Detroit in Michigan in 1914" organiser Stuart Westerman said.

Among the more unusual Dodges on display was a 1926 sedan and a 1922 Dodge semi-trailer, owned by New South Welshman John Churchill.

Mr Churchill's unique semi-trailer sat in the shed for about 8 years before he began a 2 year restoration project.



Photo caption: Dodge restorers, from left, Norma and Roy Schopp admire John Churchill's 1922 semi-trailer at Highfields Pioneer Village last week.

Source: Toowoomba Chronicle; journalist Natarsha Smith; photographer Debbie Bruce.



PAST EVENTS

Victory 6 Dodge Rally—Echuca 2004

9-12 September 2004

After a suggestion 2½ years ago, this inaugural rally was finally held in Echuca, Victoria. There were 15 vehicles on the register for the rally and 4 of those were from Adelaide.

Gill Purdie was one of the original committee people who instigated the Rally. He drove his Maroon Victory 6 with Chris and Allison.

David May had 3 Victory 6 vehicles and of course couldn't drive them all. So David, Julie and the girls (Kirstie and Sara) drove No 1 the green car, Dennis Thompson and Malcolm Bean drove No 2 the red car and Trevor & myself drove No 3 the blue car!

We took 2 days to get to Echuca stopping in Ouyen on the way, also stopping every 90 miles to fill with fuel, as the tanks are not very big.

Unless you have driven one of these beautiful machines you don't have any idea how much slower a trip can be, even than a 1936 vehicle. Patience is the word even with the gear shift change. Ask Trevor.

We all stayed at the Rich River Caravan Park and used their rec. room for get togethers at night.

The first night we had a welcome BBQ to meet all of the other participants. The second day we parked all of the vehicles inside the Port of Echuca wharf area for the day and had a good look around the town of Echuca and had a tour of the wharf area. Then we all went on a Paddle Steamer ride in the afternoon.

The third day was a drive to Raverty's Motor Museum, then a BBQ lunch at the Echuca & District Historic Car & Motor Cycle Club. Then in the afternoon we went to a Military Museum / Winery and then to the Great Aussie Beer Shed. That was the most amazing shed. If you are ever going through Echuca I recommend this. It is not just beer cans.

The fourth day was a get together day and exchange of ideas etc. (I call it put the bonnets up day for the boys day) Then we were all taken by bus to the Echuca & Moama RSL for dinner.

We had a fairly good trip home except for.....

Gill's car blew a head gasket

and he was towing a trailer, so we eventually took it for him and then he had one of his back doors fly open and damage the hinge. Then David's car had a condenser burn out just the other side of Pinnaroo, so Trevor & I went on in, just on dusk, to get a new one for him.

On the way back we were coming to a bend in the highway and knew we had to stop just after it and JUST at that time we had a B Double Truck sitting on our tail as they do, waiting to pass. So David & Crew could hear us coming, and they could also hear the air brakes on the semi behind us and wondered what was happening.

As we rounded the bend we didn't want to stop because of the semi and went flying (as fast as the V6 does) straight past the rest of the crew with the semi right behind. The look on everyone's faces at that time was hilarious. I think the semi driver saw the funny side of the whole thing and passed us on the straight.

We stayed at Pinnaroo that night and came on home the next day.

Trevor and I had a great time and if you need a driver another time David & Julie, we won't say no. Thanks to all for a great trip.

Lorraine Beythien

Opposite: Two of David May's Victory 6 sedans at Echuca.

Below: Alison, Kirstie, Lauren, Sara and Haley



PAST EVENTS

Goolwa Private Museum

15 August 2005

Geoff Chase organised a run down to Michael Finnis's (Proprietor of Collectible Classics) private car museum at Goolwa.

Bill Watson took these photos inside the museum, which supplement Judy Hart's written report from last issue.

I didn't make that run, but I can see a number of Chrysler Corporation related vehicles in these photos, showing that Michael is indeed a man of taste!

On this page I can see the bonnet of a VF or VG Pacer, next to a VH Charger,

probably had a side-valve Ford V8, Sidney Allard fitted a range of power-plants to his vehicles, including Chrysler V8s. In 1952 he drove a Chrysler powered Allard J2X in the Le



Mans 24 hour race. Obviously he chose the best available motor (Chrysler) for his personal use. :-)

I understand that for quite some time Michael Finnis drove a Chrysler V8 powered Interceptor as his personal transport.

next to a Rambler Javelin AMX (you do know that Chrysler bought American Motors to get Jeep — and inherited Rambler in the process.)

Next to that is a Jensen CV8, which like its successor the better known Interceptor, was powered by a Chrysler V8 motor.

Next to that, and seen better over the page is an Allard K1. Whilst this particular vehicle



PAST EVENTS

Goolwa Private Museum



At the top of this page is the Allard to which I previously referred. The other photos show a row of luxury cars, nose to tail. The sedan is a Cadillac, the one at the front looks like a Jaguar Mk V drop head coupe.

Richard Tapp

I don't know of any Chrysler connection with the three small cars on the bottom of the previous page. Bill Watson tells me that the little convertible at the front in an Australian made "Clisby" - about which neither he nor I know anything!



PAST EVENTS

Run to Barossa Valley Model Aero Club

Sunday 12th September.

The day began with bright sunshine and no wind as a group of intrepid club members gathered at Carisbrook Park for an Observation Run to the Barossa Valley Model Aero Club.

The run itself was only 60 kms, approx 42 miles, but with the weather we have had recently the country side was an absolute picture.

Lyn and I didn't enter the run as such because a little birdy had given us all the answers. However we checked all the questions and answers as we drove the course, which turned out to be a good idea as one of the signs relating to a question had been changed so we had to change one of the answers to suit.

The question that most people got wrong was how many balls large and small were on the fence? The answer was 29: 3 large and 26 small.

We left the start about 10 mins after the last car, so we didn't join the rest until we reached South Para Reservoir, which was overflowing and everyone was enjoying a spectacular view!!! The thing we found strange about this is that about 8 weeks before when we were up there organising the run, the water level was at least 50 feet below the wall that the water is cascading over now on its way down the spillway in waves that are so symmetrical you would think they were carved into the spillway!

The next stop was Williamstown, where the local people are very passionate about at least one thing in their town. This became obvious when Australia Post decided to do up the local Post Office which was deemed to be a good idea at the time. However when they went to replace the sign on the front of the building all Hell broke loose and civil war was about to break out! The reason for this revolt was that the sign had been miss-spelt since the 1880s and the locals were determined that it would remain so - and it does. The sign spells the word Telegraph as Telegraph and I guess when your talking of your town's history its obviously important. This is also the other question on our run sheet which was answered

wrongly the most, with only a few people getting it right!

After that it was off to Lyndoch and onto Rowland Flat where we got off the main drag and onto a short run down a dirt road to the Model Aero Club where we had soup (home made), a sausage sizzle with salads, accompanied by a red or white wine and/or a coffee or tea, all for just five dollars.

After lunch our members were invited to try flying the model planes, unfortunately however with limited success. However I felt that the first lady seemed a little too comfortable! I also believed Allan Driver when he said that the wind was the reason that his plane was upside down on the runway.

After watching Aero members showing us the correct way to fly a jet and some planes, it was time to announce the winners of our Observation Run. The winners were Barb and Kevin Williams followed closely by Rose and Allan Driver who lost only ½ a point on their answer to one of the questions. I still believe that the real winners were Lyn and myself as we were the only ones in a tourer and we had such a good turn out of members on the first run that we have organised.

Another highlight of the day was watching Stewart flying his model plane which was powered by a jet engine. I made the suggestion that I should line the Dodge up at the end of the runway (after all it's a fast four) and have a drag with the jet - but I didn't get any takers.

All in all a great day spent with good friends!!!

Michael Buxallen.



PAST EVENTS

Run to Barossa Valley Model Aero Club (ctd)

Opposite: Little Para Reservoir.

Right: Carole Barnes receives tuition.

Below: The pits with lunch area behind..

Bottom: The turbine powered "Kangaroo" was the most impressive model.

All photos by Kevin Williams:



PAST EVENTS

10th National Chrysler Rally — Geelong

Tailem Bend, Friday 24th September 2004, the meeting Spot for a 9.30 am departure to Geelong to attend the 10th National Chrysler Rally. Standing amongst groups of 'old cars' were many happy faces, eager to start on a perfect slightly overcast day. Ideal motoring.

After a group talk from Lorraine on procedure and details of stops along the way to Naracoorte, we all headed off. Back on the highway is a reminder of the significance of the last weekend in September. A footy match will be played in Melbourne at the MCG to see who would be the AFL Champions for the 2004 Season. The South Australian team 'Port Power' was involved, meaning a great deal more traffic. We had a few trinkets on display in the car that caused people passing to show enthusiasm. Lots of waving and tooting horns. The same waving etc. for the entrants coming toward us for the 'Bay to Birdwood Run' on Sunday.

Most of our group tried to keep 500 metres or so apart. Traffic appeared to flow freely, particularly at the overtaking lanes. Keith, at the main junction to Naracoorte was the lunch spot. Here football supporters and old cars taking a break in their journeys.

Everyone arrived in Naracoorte and settled at various places, Caravan Parks or with Friends. We all previously arranged to meet at the Local Pub for Dinner. As usual everyone seemed to have a great time.

Next morning Margaret and Myself left the group, heading off directly to Geelong. We were staying with Friends at Lara, some 15 Kms from the City, wishing to watch the AFL Grand Final on TV with them. The main group were travelling the same way

but staying in Camperdown. It was another beautiful day for driving and the road through Apsley, Edenhope, Harrow and Hamilton is very picturesque, with the newly shorn sheep and lambs in such rich green fields after a good Winter. The wattles were in their glory and so many other flowers. Even though some of this stretch has 'single bitumen' views across to the Grampians in the distance is something one never tires of.

We arrived at Lara missing only the first quarter of the Grand Final. What a match. We were elated with the result and found out later, some of the other group stopped at Hamilton, to watch it in the pub, and had loads of fun.

This was our first National Rally after being involved in the Club for 11/2 years and attending Tours in Tassie for Tattersall's Easter 03, Broken Hill in April 04 and Port Pirie May. For the short time we have been involved, the Old Car movement has already proved to be of great interest, and socially a lot of fun. This rally proved to be no exception.

Signing in was on Sunday at the Club rooms (Geelong Showgrounds) and gave us a first glance at some great cars and friendly organisers. The tour package included, engraved thermos and cups. The dispensing was well done which was something continually repeated throughout the entire rally. Daily runs, marshalling, meetings and evening activities all evident of good planning and went ahead, seemingly like clockwork.

Day runs included sections of Geelong, Victoria's second largest city, Bellarine Peninsula and Historic Steam Train Ride from Queenscliff, on the coast, skirting the shores of Swan Bay to Drysdale. You Yangs scenic drive including the Serendip Wildlife

The SA group at Harrow on the way to Geelong. Kevin Williams photo



PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)

Sanctuary and Anakie Fairy Park. Winchelsea and Colac Lakes, which included a tour of Barwon Park mansion. Here was a wonderful photo opportunity at morning tea. Morning teas and Lunches on most days gave people a chance to renew acquaintances or, in our case meet people for the first time. It was great to wander around so many vehicles, similar in Models parked together in order of years. The body and style changes were evident. On most days the runs would leave with the older cars heading off first. We were always lined up in chronological age of the entered vehicle. A scenic drive through the beachside towns of Portarlington, St Leonard's, Point Lonsdale, Ocean Grove and Barwon Heads, with the old surf shop from 'Sea Change' giving a photo opportunity for those interested.

Saturday was display day on the front lawns of historic Werribee Park mansion and adjoining was the Werribee Open Range Zoo, which many took the opportunity to visit.

The Presentation Dinner at the Geelong Football Club, overlooking the Football Oval was a great venue. South Australia was lucky to take out three of the six Categories. Ray and Deirdre Knight with their 1926 Chrysler V70 Sedan, Kevin and Roxanne Frith with the 1947 Fargo Ute and Ashley Farrow and Margaret Edwards in their 1950 Dodge Kingsway Custom Sedan. What a surprise for us apparently it showed on our faces with the announcement. One puts a tick in the judging box but never expects anything. We came away from our first National Rally with big smiles. Even in the Lucky Draw prizes, Ross and Peggy picked up the Outdoor setting, table, chairs and huge Shannons umbrella. Alan Driver also was a winner.

Goodbyes said, phone numbers swapped and arrangements made for travelling home and the Rally was over. Most members did their own thing afterwards. We saw a couple of groups on the way home. I did not here of to many problems mechanically at all for the

*Fairy park at Anakie—
Joy Miels photo*



run. Although using some oil, our car did not miss a beat. The tinkering, tuning and polishing all makes it worthwhile.

For Members who have not attended a National Rally I would highly recommend it. I had mixed feelings before attending, mainly as it clashed with our 'Bay to Birdwood' and the 'AFL Grand Final', I now understand more as to why it's on at that particular time (School Holidays overlap and Long Week end for some) which is unfortunate. The new Friends we have now made, the networking of interstate members that one may not even see again for 3 years but feel free to contact over the phone and share ideas etc. makes it worthwhile. The next one is in Canberra 2007. Start thinking about it.

Congratulations must go to the Rally Committee and all who had assisted them in the organising and tasking required putting together a Rally of that size. Well Done.

Thanks must also go to Lorraine and Trevor. Many months ago they put together plans for people to choose from to travel to Geelong, then co-ordinated the whole trip, which made going to these longer distance rallies a simple exercise for all of us. Thankyou.

Ashley Farrow

TAKE 2

A contingent of the SA group left Taillem Bend at 9:30 am on Friday 24th of September. With a morning tea break and a pit stop at Coonalpyn we arrived at Keith in time for lunch and to see the

PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)

Ansett Group arriving to assemble for the next leg of their trip to the Bay to Birdwood. After we had our vittles, we carried on to our overnight accommodation at the mid S.E. town of Naracoorte.

It was off next morning, still heading towards Geelong but stopping at a small town called Harrow. We visited a car museum and a cricket museum was also there for any enthusiast who was interested.

Then off to Coleraine for the lunchtime break, and as "we us and co" were to travel in a different direction we left the main bunch at Mortlake and travelled on down the Hamilton Highway to our friend's residence at Stonehaven about 17 km west of Geelong.

Sunday, our party arrived at the Show Grounds to register and to collect our Rally Packs and what a Surprise Pack it was; a cooler bag complete with coffee cups a thermos and tea bags, milk, sugar, etc.

The 27th we assembled in the showgrounds and did a tour down to Queenscliff to board the steam train and we all had a rocking good ride on this narrow gauge train called the Bellarine Peninsular Railway.

The night's entertainment was at the Polish Club. Two people sang and played several stringed instruments. The lead singer was Shirley Flower, a beautiful sweet voice; of course she had lived in Adelaide some years ago.

Tuesday we were off to the You Yangs and Serendip Sanctuary and Anakie Fairy Park. I think we lost Kev there? That night we saw an excellent display of Rock and Roll dancing. Some of our not so young members joined in the fun too, especially our esteemed secretary.

Wednesday a coach load went to Ballarat and one carload from NSW was to follow the coach. He went to get fuel and while he was gone two more coaches arrived to take the rest of the group to the Casino. Well guess what - he followed the wrong one. A mobile phone soon had him behind the right one.

Sovereign Hill is a place to remember - back to the grass roots, the Noarlunga Rifles had about 12 of their members in uniform and their partners were also in period costumes. One of the members was seen by yours truly using an ATM machine. When it was pointed out to him that they had not even invented these Goddamned gadgets yet he gave me a very strange look. He was not amused. But later on I did come upon two of that group having a slight domestic argument and when I suggested that he could win the argument by using the rifle butt they indeed cracked up laughing and went off hand in hand. I suppose some one got lucky and it made me feel better too. I saw a poster at Sovereign Hill and I approached the manager of the establishment to help me locate what seemed to be a villain of some degree. The name sounded to me, I was sure that I had heard it before, so it was given to me to distribute and show to all club members.

Thursday we went out to Winchelsea, Colac, and Lorne. We visited Barwon Park Mansion, a truly magnificent building. More will be said about this later. That evening was a trivia night and guess what - our table got the chocolates. Thank you all on the table - very hard questions indeed.

Friday we had a beach tour along the coast. Not so hectic today, more relaxed and the night-time was similar with songs and yarns.

Saturday! The week, it's gone so quickly. The last day I shall never forget the sight of driving on to the grassed area of the Werribee Park Mansion. What a magnificent old building. Now SA has certainly got nothing of the likes of this.

It is enormous a beautiful garden, and they were catering for 3 wedding receptions that evening. The clock tower was similar to the Adelaide Town Hall and the building was bigger. The ballroom was like the Embassy in

*Barwon Park Mansion —
Kevin Williams photo*



PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)

old Adelaide.

The meal at Skill Stadium in my opinion was over priced and the worst I have ever tasted and I duly made it known to the caterers. The organizers were not to blame for this but for a wind up dinner I think that Geelong were not happy that the Power won the footy, but that's the way I see it. Come on Canberra 2007!

R J Hincks

TAKE 3

The start of another Rally. I was travelling with Allan and Cynthia Kempster in their 1954 Dodge. We arrived at Tailem Bend with most already there. We fuelled up and received instructions from Lorraine Beythien on morning tea and lunch stops at Coonalpyn and Keith. We tuned off at Keith, which was a much more pleasant journey without all the Port Power supporters. We also saw cars heading for the Bay to Birdwood.

We settled in a the Naracoorte Caravan park where Alan and Rose Driver caught up with us. We walked to the hotel for our evening meal – a great atmosphere. There were free raffle tickets, where a television could be won. We wondered how we would get it home if one of us won it! No worries – Cynthia won a pair of gardening gloves, which caused no packing difficulties. Kevin and Barbara Williams won a meat tray.

Saturday: We all met for the next leg. The morning tea stop was at Harrow, a quaint little village with a car and cricket museum. No sign of the Drivers, Kavourises and Flemings! Rose having a sister in Geelong, they always go via Penola and Ross missed the turn off. We stopped at Coleraine for lunch, where we all gathered and most visited the chocolate shop. The Power fanatics headed for Hamilton and parked themselves in a pub. The “2 dayers” saw their cars and joined them – Hamilton was their night stop – but others had to get to Camperdown. The girls had to drive because the boys had a few. They arrived safe and sound in the dark and very happy. Camperdown Caravan Park was high on a hill – a very

pretty spot. (It is on the rim of an extinct volcano where I have often flown radio controlled models – Ed)

Sunday: It had rained during the night but the Beythiens had slept in their swags. We gathered in the main street and waited for the “2 dayers”. Next stop – Geelong. We found the headquarters at the showgrounds with a bit of trouble – no signs or marshals – booked in and headed for the River Glen Caravan Park where most of the entrants were staying. That night we ate at the Polish Club, the rally venue for night entertainment. It was there that we were introduced to alternant drop.

Monday: The day started with a town tour, with morning tea on the wharf, then off to Queenscliff for lunch and a steam train ride to Drysdale.

Tuesday: We travelled towards Melbourne, turning off at Lara, then into You Yang Park where we took the short cut, missing the dust. Next stop was Serendip Sanctuary for morning tea, then Anakie Fairy Park for lunch. This was a great place for both children and adults.

Wednesday: This was a free day. We bussed into Melbourne. The Casino was an eye opener. We had lunch in the Casino restaurant then hopped onto a Circle Link tram for a tour of the city.

Thursday: We headed west through Winchelsea to Barwon Park Mansion for morning tea. This is a substantial bluestone residence built by a convict. Next we went to the Red Rock lookout, near Colac. Parking was tight but there was a great view. Lunch was at the Colac Bowling Club.

Friday: This day we went on a coastal tour to



*Werribee Park Mansion —
Joy Miels Photo*

PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)

Portarlington and Ocean Grove – great scenery!

Saturday: We travelled east up the Princes Highway to Werribee where we displayed our cars at the Werribee Mansion, a magnificent 60 room building constructed between 1874 and 1877 with 10 hectares of grand gardens. Some ventured to the zoo – we chose to relax under the trees.

Saturday Night was the farewell dinner at Kardinia Park, where we took home prizes for best cars and some raffle prizes as well. All in all a good rally. I'd just like to say how grateful I am to Allan and Cynthia for putting up with me; it's great to have such good friends.

We came home via the Great Ocean Road, staying at Warrnambool, Mt Gambier and Meningie, arriving home on Wednesday 6 October 2004.

Joy Miels.

LIST OF TROPHY WINNERS

The following Trophies were sponsored by Daimler/Chrysler Australia/Pacific Pty Ltd

DaimlerChrysler Choice – Overall best presented vehicle

Cyril & Margaret Mills from NSW

34 Plymouth “PE” sedan

Best 1920 - 29

Ray & Deidre Knight from SA

29 Chrysler “V70” sedan

Runner Up

Greg & Alice Lovell from Vic.

29 Chrysler “75” roadster

Best 1930 - 39

Bill & Marion Crowther from NSW

30 Chrysler “70” roadster

Runner Up

Tony & Roslyn Hillsden from NSW

35 Dodge “DU” sedan

Best 1940 - 49

Rod & Kathy Gorman from Vic.

40 Dodge “D15” sedan

Runner Up

Kevin & Roxanne Frith from SA

47 Fargo utility

Best 1950 - 59

Ashley Farrow & Margaret Edwards from SA

50 Dodge Kingsway sedan

Runner Up

Robert Frampton from Vic.

Rally vehicles displayed at Werribee Park—Des Lehman photo



PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)

59 Chrysler Wayfarer utility

Best 1960 - 69

Terry Barker from Vic.

1960 Dodge Phoenix 2 Dr H/Top.

Runner Up

Brian Kelleher from NSW

68 Valiant Regal sedan

Best 1970 - 81

Kevin & Patricia Collis from NSW

73 Plymouth Sebring 2 Dr H/Top

Runner Up

Karen & Michael Jewel from NSW

79 Chrysler "CM" sedan

Ladies Choice

Bill & Marion Crowther from NSW

30 Chrysler "70" roadster

Hard Luck Award

Vic & Bev Sammutt from NSW

80 Valiant "CM" sedan

Consolation

Rhonda Clough from NSW

36 Plymouth "C8" sedan

Furthest Distance Travelled

Sponsored by Robert Frampton

Don & Fran Lowe from SA

38 De Soto "S5" sedan

who travelled from Magnetic Island, Qld.

LUCKY DRAW WINNERS

1. Tool set donated by Repco
Bob Callendar from NSW
2. Shannons Outdoor Setting
Ross Fleming from SA
3. RACV Accommodation
Alan Driver from SA
4. 10 cfm 2 HP 24 Litre Compressor donated by
Bridgeswade, Ballarat
Tony Hillsden from NSW
5. Picnic table and Chairs
Paul Devine from NSW
6. Bob Jane Tyre Mart front wheel alignment and
balance
Marian Storey from NSW
7. Air Operated Cleaning Gun — donation arranged
by Bob Burn
Glenda Fraser from Vic.



PAST EVENTS

10th National Chrysler Rally — Geelong (ctd)



Runner up in 40 - 49 class — Kevin Frith's 1947 Fargo utility. Ashley Farrow photograph



Ray Knight's trophy winning 1929 Chrysler V70 sedan. Ashley Farrow photo



SA trophy winners Ray Knight, Kevin Frith and Ashley Farrow—together with a representative from DaimlerChrysler Australia/Pacific. Margaret Edwards photo

PAST EVENTS

Country Music Campout—Bindmurra Station

23 October 2004

This function for many of us was probably a first, and I guess typical of a uniquely Australian Outback fundraising activity that you will only find in this wide brown land of ours!

Take the bands for starters, in excess 20 bands in attendance, most of whom had paid their own way to be at the event, and many of whom had travelled many kilometres to be there. On top of this, most offered their talents free of charge.

Then there was the organisation of drink and tucker for the huge number of visitors, despite the fact that many had their caravans all set up on site, with all on board!

The setting up also included toilet facilities, which were excellent, the P A system for the country music show which went for two nights, going for 12 hours non stop on the Saturday!

One could go on and on, as the list is endless! A good number of club members attended, and indeed made the trip in their historic vehicles, ranging from the early 20's to the late 50's.

No doubt in my mind, that the star of the historic vehicles on show was Dick and Judy's Harts 1947 Fargo prime mover and the Highway Palace, the 6 ton van restored by Dick and his merry men over a period of some ten years. This is a superb restoration, and Judy is more than happy to show you some of its many features, and is justly proud of the completed unit.

Most importantly, the Country Music Campout was organised to raise funds for the RFDS, hence the comment about bands and sponsors providing their goods and services for free.

Dick and Judy Hart opened the Palace to the public for inspection for a gold coin donation, all of which went to the RFDS as well.

Despite the dust and the flies, I am sure a future event such as this one will be well patronised again. Hats off to the Committee, (which included Kevin Frith from this club), the Sponsors, the Station Owners who opened up their property to allow this event to take place. Most of all, the artists and their support bands must be thanked for the entertainment which made it all so successful.

Ross Fleming

Artists scheduled to perform at the show included Blue Bush, Black Rose, Cross Country, David Croser, Chooka Williams, Billy Deer & Rosemary Co, Sarah Griffin, Guido Davis, Two Dogs, Noel Kneebone, Sugar & Spice, Sarah & Marissa, Michael Micallef, Limestone Country, Rob Edwards, Val U Plus, Talia Wittmann, Graeme Strauss, Pam Griffin, Cobby Bob, Wally Sparrow, Loni & Mercia Manners and Lou & Bluegrass. (source: www.saccm.com)

Photos below are David Croser and Rodney Noll with his daughter Leanne Grey. Photos by Ian Fisk (www.ianfisk.org) webmaster for SA Council for Country Music www.saccm.com



PAST EVENTS

2004 Annual Dinner

Over 90 people attended the 2004 Annual Dinner held at the Athelstone Football Club and organised by Judy Hart.

Award winners were:

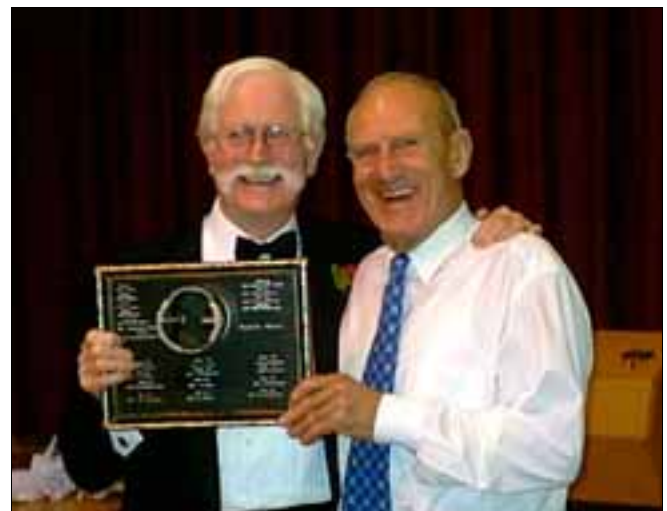
Ron McNair Memorial Trophy for Club Member of the Year - Gaye Aylett

President's Award - Gil Purdie

Alan Toull Memorial Award - Richard Hart

Disaster Award - David Schumacher

Chris Howes



Top right: Gil and Christine Purdie

Above: Gaye Aylett

Middle right: President Ken Barnes and David Schumacher

Bottom right: Lorraine Beythien showing club members the preferred method for "dipping their stick". We are sure that Trevor was taking note.

All photos — Chris Howes

RESTORATION STORY

The Highway Palace's First Adventure

Saturday 18th September 2004 was a momentous day in the life of the Highway Palace. Richard and Collin Frith set off at daybreak (as usual) to move the van from Riverton to Blanchetown in preparation for its journey back to its roots. Allan and Sandy Martin had rung previously and offered to pick me up and take me to Kevin & Roxanne Frith's place to meet the van, which I gratefully accepted. We rang when we got to Blanchetown to see where they were, to be told they were on the ferry at Morgan. Off we went to meet them. What a sight it was toodling down the road. Sandy asked "What is that mark down the side?" We found out that Richard had sideswiped something getting the van out of Pam Sewer's yard! The first catastrophe! It had put a hole in the fibreglass as well as scraping off the paint. Fortunately it was only one colour. The truck engine was over-heating so Richard decided he had to get a new radiator. Out it came. The rest of the day was spent pleasantly.

Monday 20th September 2004 Richard made the trip to Blanchetown with the fibreglass to mend the hole.

Saturday 25th September 2004 off we went back to Blanchetown with a new radiator and the cleaning gear. The radiator didn't fit! The second disaster! We got the van cleaned and the paint fixed up then filled the water tanks. One of the tanks leaked. The third disaster! What a circus to get that out from underneath the seat. Went to fill up the spare petrol tank and all the petrol ran out onto the ground. The bung had fallen out! The fourth disaster! I managed to sneak a few minutes to watch the Grand Final every now and then so the day wasn't a dead loss.

Monday 27th September 2004 Richard, Colin and Graham Bailey drove up to Blanchetown to replace the radiator. It didn't fit. The fifth disaster!

Wednesday 29th September 2004 Richard, Colin and Graham drove up to Blanchetown again to replace the radiator. Once again it didn't fit. The sixth disaster! At least the water tank was fixed and replaced.

Thursday 30th September 2004 Richard and Colin again made the trek to replace the radiator. Once again it didn't fit. The seventh disaster! This time they decided it was easier to just bore out the holes in the correct place themselves. We are nearly ready to hit the road.

Sunday 3rd October 2004 Richard and I set off for our trip to Pinnaroo. Called past Graham's to pick him up, he was going up in his new Valiant to give it a run and because he was coming home a bit earlier than us. We got to Golden Grove before we had to pull up. The Valiant was overheating. The eighth disaster! After investigation it was found that after putting a

new radiator in the Valiant, they had put the thermostat in back to front. I ask you!!!! Anyway, all fixed and off we went.

Reached Blanchetown without further mishap, replaced (refilled? Ed) the petrol tank and off we went to Pinnaroo, a nice little procession of three (I had to take Mitzie - just in case). We followed along for a while but at 60 km an hour I was going to sleep so I went past and waited at Loxton. We went via Swan Reach because it was a quieter road. It was quite an adventure getting the van into the petrol station at Loxton to fill up. Eventually arrived at the Caravan Park in Pinnaroo to be greeted by Colin and Rick Frith, who had travelled up in the De Soto on Saturday, and Kevin and Roxanne on their way home from the National Rally in Geelong.

How nice to be able to just open a door and walk inside your living quarters instead of putting up the camper trailer or making a shelter for the swag. Luxury! Kevin and Roxanne departed for home. We spent most of the afternoon entertaining people who were driving past the Park, saw the van and wanted to have a look. This included a group from the Model A Ford Club who were having a weekend in Murrayville. One couple were good friends of Pop Parr's daughter Edna, would you believe! They also told us that Pop's great granddaughter owned and ran a Restaurant and B&B near Murrayville. After a busy afternoon we had a barbeque tea with the boys then we sat in our lounge and played poker for imaginary stubbies of beer.

Monday 4th October 2004 dawned rather coolly. After breakfast and shower we went for a drive with Graham to Murrayville, checked out the craft shops, had a roast lunch at the Hotel and beaded out looking for Lee's Restaurant and B&B. Found the place and introduced ourselves to Karalee. The afternoon back at the van was a replica of the day before. People coming "just to have a look" - including the local Constabulary. Decided to cook tea on my two-burner gas stove.

That was fine, except all the heat went up into the lounge area where we were eating. I think in summer it will be outdoor cooking.

Entertained the boys again, this time playing in-betweens with a box of matches for stakes. Much more satisfactory than imaginary stubbies.

Tuesday 5th October 2004 was a bit warmer at daybreak! Why do you wake up with the birds when you are on holidays and could sleep as long as you want? Graham took us driving around Pinnaroo, up and down every street in the town. We tried to find

RESTORATION STORY

Country Music Campout—Bindmurra Station

the old Parr house. We knew the street but not the number so we weren't sure if we saw it or not. Found the Parr building in the main Street. It is sad to see it isn't being used and becoming derelict. Checked out the thrift shop, did some shopping in the supermarket and visited the bakery (very good). The afternoon saw the arrival of Martins and Beythiens on their way home from the Nationals. They are joining us at the Show tomorrow. Had a barbecue tea with everybody. Some of the boys were a bit late and tipsy going to bed.

Wednesday 6th October 2004 was a pleasant morning. We had been told that the forecast for the day was 32C. We had to have all our vehicles up to the Show Grounds by 8.30. We didn't have much to do before the gates opened which was just as well. What a day! I would hate to try and guess how many people went through the van to have a look. It was non-stop. The highlight of the day was the visit of the son and daughter of the man who designed and helped build the van originally. Alma had heard Graham talking about it to Macca on Australia All Over on the Sunday and insisted that they come up to have a look.

She bought a couple of photos, but the treasure for us was the actual floor plan of the van as her father had designed it. I found out which was the linen cupboard but what was worse, the opening bench, which I

thought was extra chopping space, was actually the IRONING BOARD. I didn't want to know that!

Another delight was the fact the all Pop Parr's family came to visit us as well. His grandson drove it in the Parade at the end of the show with Edna (Pop's daughter) in the passenger seat with Richard. Everybody in Pinnaroo had some story to tell about Pop and/or the van. We had a donation tin at the door to collect for the local Historic Society and that was chock a block full. We didn't get away from the show until dark. Went to the Pub for tea with the mob. I was sunburnt; Sandy and Trevor both felt unwell so it wasn't a late night.

Thursday 7th October 2004 we woke to brilliant light and a great crash of thunder, just next to the van I am sure, and then pouring rain. Fortunately it didn't last long but boy, was it windy. We packed up then drove down the main street to take a photograph of the van in front of the Parr building. Then we headed off for Blanchetown. We had a gale blowing all the way but we arrived safely.

So our first (ad)venture was a success — eventually. I am sure we are never going to be lonely when we go for our trips in the future.

Judy Hart

Photo: provided by Judy Hart



MARKET PLACE (CTD)

Club Stubby Holders Now Available

Your stubby holder can be customised with the name of the vehicle; ie Dodge, Plymouth, De Soto etc.

Also instead of the club logo you can have a photo of your own vehicle with vehicle description printed underneath — eg 1963 Chrysler Royal AP3. Your own name or nickname can be added as well, as in the example.

For a customised stubby holder please supply a photo of your car with no background and all other relevant details.

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A range of clothing with our club emblem is now available.

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All prices include our emblem embroidered on the article

If you would like to order any of the items at any time please contact

Lorraine Beythien on 8449 8905 for enquiries or an order form. We are able to order any number at any



Chrysler Club Tools as at October 2003

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 Valve Spring Compressor
 Piston Ring Compressor
 Ring Groove Cleaner
 Torque Wrench 0— 120 ft lb 1/2" drive (Qty 2)

Compression Gauge
 Stud Removal Tool
 Headlight Glass Tool
 Trolley Jack 2 tonne
 Pr. Body Stands
 Hydraulic Engine Hoist
 Engine Work Stand

**All Tools located at 4 Peter Place
 Campbelltown. Phone Chris Howes 8165 3971**

MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

1921 Buick 6 buckboard. Excellent tyres (beaded edge), radiator and upholstery. Completed Bay to Birdwood 2004. Some spares, best offer Clem Backen. 8379 5719

4 wooden spoke 5.00 / 5.25 x 21 inch (artillery type) wheels with tyres plus a steel rim and tyre. 2 of the wheels have 14 inch (approx.) brake drums attached. Each wheel has 12 wooden spokes which appear to be in reasonable condition. The axle diameter is approx. 1 and 3/16 inch. The wheels may possibly suit a Fast 4 or similar car. Wheels to be taken away from Para Hills (free) before Xmas or they go to the tip. Andre Wilson on 8396 3290 or 0417 847 976.

One only cane basket to suit luggage rack. Made by blind craftsman, original style. Top quality cane, \$400 approx. Contact Gil Purdie for details 8359 0470 (ah).

1926 Dodge four tourer, new rag top, very original, new back seat, needs some work \$5,500 ph 8261 1288 during business hours.

1929 DA Dodge ute (coupe type). Judy Page 8396 1209

1938 Dodge TC pickup parts to get rid of — engine, radiator, front and rear axles with the original wheels, fuel tank, seat, steering column and wheel all of the gauges and a few other bits and pieces. Most of these parts are in fairly good order. Ben Morcom, Warracknabeal Vic, (03) 5398 1905

1954 Dodge Kingsway, very original condition, low mileage, \$6,000 ono, 8556 2275

4 doors for 1959 Dodge Custom Royal and lots of chrome, front and back. 0415 885 711

1959 Simca Vedette V8 complete car, good restorer; plus parts car plus parts. \$3,000 ono 8531 0555

S series Valiant \$1,000 Fred Fullgrabe 8250 0571

4 window handles and 2 interior door handles for AP6 Valiant. Excellent condition. Ross Trigg 8270 1329

1968 Valiant VE, reg RU0531, slant motor, 150,000 miles. reg until July, upholstery good, paint original,



no dents, good tyres, always garaged. \$2,000 ono. 8536 2201 (car is at Glynde)

1969 VF Valiant Station Wagon. Manual Trans., 117,000 miles, white, green interior, very clean & tidy car overall, on historic reg. with third owner. \$3,800 negotiable. Lee Blanch 8341 0134

1976 VK Valiant Regal, 99.9% mint condition, 219,724 km, air, auto, lime green, deceased estate, \$3,500 ono. Russell Whaites 8242 1457 (see pic)

Old style demisters, stick on window type. \$75 ono. Bob Bermingham 0410 456 236

WANTED

1926 Dodge 4 engine, with engine no. close as possible to a790-799 and 700-897 preferably between the two. Jamie Butler 8252 7318

4 wooden spoke wheels for Chrysler Tourer 1926 or information about where wheels could be purchased. Guenther Schendl, Salzburg, Austria. guenther.schendl@telering.at

Generator to suit 1928 Dodge Standard Six. Contact Bill Ellis 0414 524 968

Kick plates for 1937 Dodge D5 4 door. Gary 8575 1882

Exhaust manifolds to suit 1938 De Soto, probably the same as 1938 Chrysler or Dodge. Doug Sweetman 8554 2286

1952 Plymouth (P23) crank or spare engine. Jamie 8252 7318

Photographs, drawings or other information about Australian built 1956 Fargo 108C utility to facilitate accurate restoration. Christine Cox, 0403 091 560 or cfalck@alphalink.com.au (see pic)

Starter for 1957 Dodge V8. Chip Thomas 0408 827 970

End plate to suit 12V Lucas starter motor, 4 brush, from early '50s Dodge, De Soto — .model M45G GF23. Brian Matteredne 8755 3028

Differential 3.5 ratio, commonly used in Chrysler Royal. Bruce Hartwig 8388 5738



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