



***THE
CHRYSLER
COLLECTOR***

Number 157

March / April 2005

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:		
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:	Steve Lovell,	
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	8449 8905
Run Coordinator:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
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
-	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
-	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016.....	ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158	ah 8381 1501
Federation Rep:	Allan Kempster, RSD12, Reeves Plains 5502.....	ah 8527 4023
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
South:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165.....	8382 3982
Central:	Ross Bryant, 12 Alma Street, Panorama 5041.....	8277 8220
Central:	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
North:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
North:	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

Note that most committee members have e-mail access. You will find their addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the magazine could not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 1 April 2005. Corrections/amendments until Sunday 3 April 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

9 March 2005

Len Clark — restorations

13 April 2005

Terry Jones—Mouldings

18 May 2005

Committee meeting

CLUB RUNS / EVENTS

19 March 2005 (Saturday)

Coffee Run—Judy & Richard Hart

3 April 2005

Club 25th Anniversary event at Mallala Oval - Norma Schopp

1 May 2005

Old Tailem Town — Gil and Allison Purdie

14-16 May 2005

Kernewek Lowender campout — see Norma Schopp for caravan park bookings

19 June 2005

Pub Lunch — Ross Fleming

26 — 28 August 2005

(plus travelling days)

Transport Hall of Fame

Anniversary in Alice Springs - R Hart & G Bailey

9 October 2005

Balaklava Museum — Norma Schopp

INVITATION/OTHER CLUBS' EVENTS

13 March 2005

Geelong "Chryslers by the Bay" show and shine—Geelong

11-13 March 2005

10th National Historical Machinery Association Rally — Naracoorte

20-28 March 2005

Bookar Rally (*near Camperdown*)

25-28 March 2005 (Easter)

16th Biennial Vineland Rally — Mildura

25-28 March 2005 (Easter)

40th anniversary Kankanya rally (*Moreton Bay—Qld*)

10 April 2005

All GM Day (Tanunda Oval)

11-25 April 2005

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

17 April 2005

Rock and Roll Rendezvous (Birdwood)

15 May 2005

Cavalcade of Cars at Kernewek Lowender

25 September 2005

Birdwood Classic

2 October 2005

Kangaroo Island Motorfest

SWAP MEETS

20 March 2005

Clare

17 April 2005

Auto display and swap meet at Adelaide International Raceway

30 April 2005

Naracoorte

12 June 2005

Kadina

24 July 2005

CRCA (NSW) Liverpool Super Swap Meet

21 August 2005

Willunga

6,7,8 October 2005

Broken Hill

Entry Forms etc

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

Welcome to New Members

Anthony Clarke & Trudy Brown Westbourne Park	1952 De Soto	Roger Haebich Torquay, Vic	1925 Dodge tourer
Grant Harrison Eden Hills	76 Chrysler Lancer 76 Chrysler Galant	Gregory Lind Modbury Heights	
James Driver Brighton	Valiant	David Preuss Tanunda	1933 Plymouth
Jeffrey & Doris Frommelt Westbourne Park	1924 Dodge B/board Ducati Motorcycles Honda Motorcycle	Jacob & Carlien Vandennakker P8 Woodcroft	1939 Plymouth 194? Plymouth P11

Cover Photo

Lindsay Gibb's 1971 VG Valiant Regal 770 2 door hardtop, photographed at the 2005 breakfast run — *photo Richard Tapp*

COMING EVENTS

Coffee Cruise

Saturday, 19 March 2005

We will meet in the car park of the North Park Shopping Centre on Main North Road (Woolworths) ready to depart by 6.30 p.m. Please have your tea before you go, or across the road is a Barnacle Bills and a Subway. Just a bit further down the street towards the City is a Pizza Bar, and a bit further on again is Hungry Jacks if you would like to buy your tea.

We are going to a private property this year so would everybody bring a basket supper which we will share. You will also have to bring your own cold drinks. Tea and coffee will be available. We will be joined by the Gawler Club and be entertained by a Country Music singer.

Any queries please ring:

Judy Hart

25th Anniversary Celebrations

Sunday, 3 April 2005

Past and present members and families are encouraged to join in the festivities at an Old Fashioned Picnic to be held at Mallala Oval 11 am to 3 pm..

Entry will be \$2 per car, payable on the day and each vehicle on display will receive a plaque. B. YO. picnic lunch, tables & chairs etc. Wear your period costume if you wish.

There will be some novelty events and a special

prize for the most outstanding picnic lunch setting.

We are also having a raffle ,so we need prizes, PLEASE .Let Norma Schopp know if you can donate something.

If you have not sent in your entry, please do it soon.

Let's make this the biggest display of Chrysler vehicles in the history of our Club. See you there.

Enquiries to:

Norma Schopp
8862 1854

Old Tailem Town

Sunday, 1 May 2005

12 streets of memories, over 90 buildings, 4 engine houses, emporiums, dance halls, barber, butcher, baker, Cobb & Co coach house, fire station, train station, **wrecking yard** and more.

Meet at "The Colonial" car park Glen Osmond at the start of the Freeway, for a staggered start from 9:30 am ,with the wooden wheelers setting off first.

Travel the old "highway 1" from the Devil's Elbow ,Mt Barker, Hahndorf ,Callington, Murray Bridge to Old Tailem Town — 5 km on the Adelaide side of Tailem Bend on the Prince's Highway.

Old Tailem Town is open from 10 am to 5 pm. Our plan is have the vehicles on display inside the

complex by 11:30 am. Country members are welcome to meet us at Old Tailem Town (*or somewhere along the way - Ed*). The hall seats 90 and a barbecue is being made available for us too use. Bring your own picnic lunch or barby meat etc to cook.

The proprietor is a former Chrysler Dealer and is planning some special events.

Group Price is \$13 per adult and \$5 for children. Team coffee and biscuits free with adult entry.

There will be a sheet at the next 2 club meetings to assist with numbers attending or phone us:

Gil & Alison Purdie
8359 0470.

Hall of Fame Reunion 2005

The Hall of Fame reunion for 2005 will take place in Alice Springs from Wednesday 24th August to Saturday 27th August 2005. If you would like to join us for the run, please ring me on 08 8337 7887 and I will forward Registration forms and other information. Plan to leave Adelaide either the

Saturday or Sunday before and return by the weekend after the Rally. We are contemplating returning via Uluru. This will be the last contact via the Magazine so please let me know if you are contemplating doing the trip.

Judy Hart

FROM THE COMMITTEE

President's Message

As I write this report we are well into February-Christmas is just a memory and we are enjoying one of the best summers we have had for years, not too hot!

A big thank-you to the owners and passengers of the 57 cars that came to the Ray Miels Memorial Breakfast run. We were blessed with beautiful weather, a challenging run as I had only prepared 40 run-sheets and a happy group of people, even though some (Alan & Cynthia Kempster) had got out of bed at 4.30 am to be there. Wayne Bartlett took advantage of the good mood and passed the hat around to raise \$250 for the Eyre Peninsula Bushfire Appeal. You may have seen Richard Tapp, complete with digital camera and tripod taking photos, which he does on this run each year to get cover photos for the Chrysler Collector. It would help Richard if we backed into the parks, so try and remember this next January 2006.

The AGM was held on 9 February and it was good to see so many members attending and some new people on the Committee, Wayne Bartlett Vice President, Steve Lovell Asst. Librarian and Ashley Farrow & Trevor Browne committee. The new committee was put straight to work on 16 February and have planned the club meeting speakers till September and runs to July and a special event for 9 October.

The committee also resolved the logistics of moving the service manuals etc. from the rental storage to Chip Thomas' workshop and tools to Chris Howes' workshop. Not an easy job but at the date of this report the job has been completed giving a cost saving to the club of about \$1,500 pa and return of paid rental of \$286. We certainly owe a debt of gratitude to Chip & Chris for the new storage. Steve Tyler has nearly finished numbering and cataloguing all the service manuals so now these are available if you want the use of them.

Some of the tools could be very useful and one suggestion has been to list all the tools in the Members Register distributed every two years. I was fortunate to convince the committee that the club needed a digital camera which will facilitate getting photos to the editor quicker, at less cost and save wasteful photos being taken to use up film. The club has offered to do a run with the Federation Cruising Classics to Port Adelaide on 28 September this year so I will be looking for some helpers for that day.

Both Carole and myself are looking forward to another fun filled year of historic motoring and good company!

Ken Barnes

Secretary's Jottings

My apologies to Richard for failing to write up Sec Jottings for the last magazine - I guess with all the end of year activities I remembered to write jottings after the deadline date.

As usual the AGM was well attended, and this year saw some ballots for Committee positions; good to see the additional interest in the Elections.

As in previous years, the Ray Miels Memorial breakfast run was well attended, with Graham Baileys '33 Dodge sedan almost stealing the show - Nice one Graham!!

Good to see new blood in the system with Wayne Bartlett elected as Vice President. Before you know where you are Wayne, the 2005 year will be over, and

you will be in the chair!!. Both Chris Howes and Ken Barnes have set a high standard in the President's role, so you have a hard act to follow Wayne. Congratulations to long time member Steve Lovell who has also put his hat in the ring as Assistant to our capable Librarian Steve Tyler

A good programme of meeting speakers and Club runs are already on the board to ensure yet another good year. The Harts have also organised a twilight coffee cruise (vehicles) plus planning for a trip to Alice Springs for the Hall of Fame Anniversary Cheers for now and good vintage motoring to you all for 2005.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Judy Hart, Norma Schopp, Gil & Alison Purdie, Ken Barnes, Ross Fleming, Dave & Gaye Aylett, Noel Cowie, Alan Driver, Joy Miels, Greg Newley, Andrew Staples, Ron Thallon and Bill Watson..

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

Richard Tapp

WEBSITE STATISTICS

	January 2005	February 2005
Visits	554	476
Pages	879	751
Megabytes	790	816

CLUB NOTES

Historic Registration

The club's financial year ended on 31 December 2004 and renewals were due from 1 January 2005.

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

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

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

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

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

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

Membership renewal notices were included with the January/February issue of the Chrysler Collector and reminder notices are included with this issue for those whose renewal has not been processed.

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

You could have gone to the club Registration

Day on 6 February 2005 and paid your membership fees and had your log books updated. This opportunity has now passed.

OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

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

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

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

OPTIONAL LOGBOOK UPDATE PROCEDURE #3

You may also renew your membership by posting only the renewal and payment to the club's post office box or by making payment to the Treasurer at a club meeting. You should then bring your logbooks to the MARCH meeting and queue up at that meeting.

Dave & Gaye Aylett
8381 9665

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

Wedding Belle

On 29 December 2004, Christopher Howes and Catherine Woods were married at Sunnybrae Function Centre, Regency Park.

No Chris is not abandoning The Faith. This was the vehicle in which he and Cathy first went out together.

A borrowed burgundy Buick was the bridal car.

Photo by Noel Cowie



Notes From the Secretary

2005 NSW CRCA CALENDARS

A number of the above calendars are available for sale at \$3 each. An historic De Soto vehicle (including Allen Martin's Desoto Roadster) is featured each month.

The calendar is very practical to use, has room to write notes for each day and it is easy to read. Please buy up now or the Cub will wear the cost of same!

FINANCIAL STATUS

Members who have vehicles on Historic Rego are reminded of your responsibility to renew your Club membership - no membership paid dues means no Historic Rego!!

MEETING TIMES

Members are reminded that general meetings are scheduled to commence at 7.45 pm not 8 pm

*Ross Fleming
Secretary*

**A Class Metal Finishers
have relocated to:
6-8 Waddikee Rd, Lonsdale
Their phone number is unchanged.**

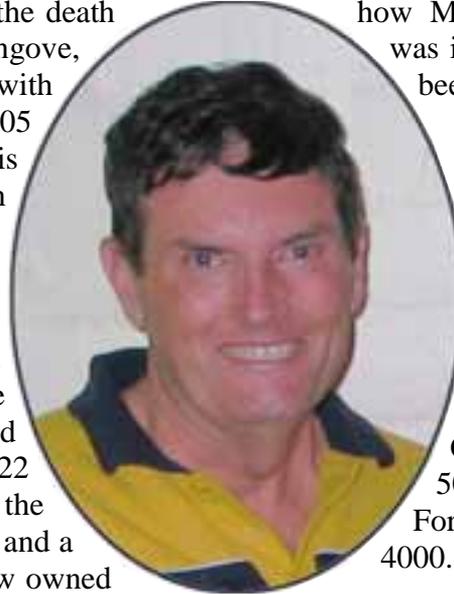
[The inside of our magazine covers are pre-printed in bulk, so that we will not be able to update their address until the July/August issue. Until then we will print this notice in the body of the magazine. — Ed]

CLUB NOTES

Michael Douglas Trengove

It is with sadness that we report the death of Michael (Mike) Douglas Trengove, who died after a long struggle with cancer, on Sunday 6 February 2005 at the Mary Potter Hospice. His funeral service was conducted on Thursday 10 February.

Mike was a much respected member of CRC until his sickness made him unable to attend meetings and events. He reluctantly sold his much loved vehicles, which included his 1922 Dodge Brothers tourer (one of the two well known "Black Dodges") and a 1950 Dodge Kingsway sedan, now owned by Ashley Farrow and pictured below at the 2004 Ray Miels Memorial breakfast run.



how Mike had supported Ray when he was ill with cancer and the help he had been to Ray.

Ken Barnes

In addition to historic vehicles, the Trengove family are noted for their motor racing skills.

Mike's father Doug Trengove raced cars and built the 1960s Cicada Ford. Mike raced in Clubmans, Formula 2 and Formula 5000. Son Paul has driven go-karts, Formula Vee, Formula 3 and Formula 4000.

Richard Tapp

At the CRC Meeting on Wednesday 9 February various members gave their tribute to Mike.

He was remembered attending the 14 April 2004 meeting with his son Paul who spoke about his car racing feats — something of which Mike was very proud.

Other members spoke of his help in making a hard to get part, being the Runs Coordinator and the generosity of his time, skills and parts for which he had no further use.

The tributes finished with Joy Miels telling of



Mopar Muscle

Richard Hart's 1958 De Soto sedan. I had a hole to be filled to finalise the magazine. What better to fill it? Photo—Richard Tapp



CLUB NOTES

An "L Plate" on a 1927 Dodge

Were my eyes deceiving me –no that was an L-plate front and rear on the 1927 Dodge tourer parked at the clubrooms on registration day.

First time I had seen such a thing! Who was the driver, who was the father? I soon found the driver and father, 16 year old Shane Alderson and father Jeff Alderson. Jeff said he feels quite confident and relaxed with Shane driving and most weekends they have a drive in the immaculately kept 1927 Dodge Bros fast four tourer, painted red with black mudguards.

Shane is 16 years and 5 months and is in year 11 at Salisbury East High School. He will go for the P plate test in March, we all had a laugh as we imagined Shane presenting himself in the 1927 Dodge for the test, because probably the Examiner could not drive such a vehicle.

Shane said he has mastered the double declutch with the clash gears and said the car has a clutch like a Mack truck. He had closely watched his father's driving and had copied him and this was probably why he found driving the vehicle easier than expected.

The photo shows Shane standing proudly next to the tourer and in the background is his uncle Graham Alderson's 1926 Dodge Bros tourer that he says he has not yet driven. Later with a loud blast of the claxon horn the Dodge drove off with Shane driving and Jeff being chauffeur driven and looking very relaxed.

Ken Barnes

I understand that Messenger Press have run a story on Shane and the 1927 Dodge, thanks to a bit of PR work by President Ken.

Richard Tapp



CLUB NOTES

2004 Financial Report

CHRYSLER RESTORERS CLUB OF AUSTRALIA (SOUTH AUSTRALIA) Inc.

SUMMARY INCOME AND EXPENDITURE YEAR ENDED 31ST DECEMBER 2004

	2004	2003
INCOME		
SUBSCRIPTIONS	7,248.50	6,837.50
ANNUAL DINNER	1,460.00	1,232.00
SALE OF GOODS	1,640.80	801.00
ADVERTISING & SPONSORSHIP	1,245.00	820.00
EVENTS	95.00	-
FUND RAISING	502.95	545.15
INTEREST	320.69	374.18
	12,512.94	10,609.83
EXPENDITURE		
ADVERTISING	154.00	147.40
ANNUAL DINNER	1,562.90	1,266.85
BANK FEES	23.90	38.50
COST OF GOODS SOLD	1,740.85	841.00
DEPRECIATION	330.00	214.50
DONATIONS	-	550.00
EVENTS	848.20	873.15
INSURANCE	713.12	508.59
LIBRARY	286.70	229.87
LICENCES/SUBS/FEES	115.70	92.50
POSTAGE & STATIONERY	1,432.50	1,468.60
PRINTING	5,037.20	5,137.50
RENT - Storage Tools & Historical Doc's	1,317.60	1,134.00
RENT, LIGHT & POWER	628.00	660.00
TROPHIES & AWARDS	229.45	85.95
TOTAL EXPENDITURE	<u>14,420.12</u>	<u>13,248.41</u>
EXCESS/(DEFICIT) INCOME TO EXPENDITURE	(1,907.18)	(2,638.58)
CLUB FUNDS B/FWD	14,681.43	17,320.01
MEMBERS FUNDS ON HAND	<u>12,774.25</u>	<u>14,681.43</u>
BALANCE SHEET AS AT 31 DECEMBER 2004		
CURRENT ASSETS :		
Cash at Bank	290.25	1,281.43
Term Deposits	10,000.00	10,000.00
Stock on Hand	910.00	882.00
Debtors & Prepayments	1,250.00	1,514.00
TOTAL CURRENT ASSETS	12,450.25	13,677.43
NON CURRENT ASSETS		
Tools & Equipment	3,894.97	3,894.97
Provision for Depreciation	(3,220.97)	(2,890.97)
TOTAL NON CURRENT ASSETS	674.00	1,004.00
TOTAL ASSETS	13,124.25	14,681.43
TOTAL LIABILITIES - Prepaid Advertising Revenue	<u>350.00</u>	<u>0.00</u>
NET ASSETS	<u>12,774.25</u>	<u>14,681.43</u>

PAST EVENTS

Ray Miels Memorial Breakfast Run

30 January 2005

I left home at 5:30 am and travelled to Allan and Cynthia Kempsters for the trip to Adelaide.

Once again there was a good roll up. After Ken's introduction and birthday wishes for Merle Bryant's 80th, we headed off.

All went well until we turned off the Old Belair Road. It was a bit of a fiasco. We missed a turn and had to back track. There were cars going in all directions. Don't follow the car in front! As for where Carole was christened and other notable landmarks on the official route — we missed them.

We arrived at the Mitcham Reserve where most were already there. We managed a park under the trees, so not too far to walk.

Settling ourselves down for breakfast, I waited for Leah and Madee, daughter and granddaughter to arrive. Leah brought her brother-in-law, an American, for a look at the cars.

I thank my friends John and Gill Fishlock, who are Ford A members, for coming along. It was such a pleasant morning chatting to everyone, we didn't want to leave.

The people who left early missed out on a free Wendy's ice cream — that finished off breakfast nicely.

We didn't leave until nearly noon. It was a most pleasant day. Thank you to Allan and Cynthia for taking me once again and to Ken and Carole Barnes for a great start to the year. More great runs ahead.

Joy Miels



Photos show Graham Bailey's newly completed 1933 Dodge, Ron Hincks' recently completed 1929 Whippet model 96A, Allison Purdie's 1925 Maxwell buckboard and Geoff Glynn-Roe's 1938 Chrysler C18. Photos Richard Tapp

PAST EVENTS

Ray Miels Memorial Breakfast Run (2004)

Greg Newley brought a Norwegian Mopar Man on the 2004 breakfast run. He wrote a report for his club magazine, *Mopar News*. Greg received a copy of the magazine and we reproduce that report here. Well, a translation of it, because after length deliberations it was decided that few of our members were fluent in Norwegian. It should be noted that their magazine contained plenty of English, so we can be confident that their English is better than our Norwegian.

Richard Tapp

Soon after I came to Australia in September 2003, I got to know Greg Newley who has a paint shop here in Adelaide. It was on one of my trips around town that I spotted some Mopars outside this paint shop. A 1936 Chrysler and a couple of Valiants and some Mopar grilles on the wall.

I told him about my interest in Mopars and about our club in Norway. We had a good chat and I promised to come in later with some pictures and magazines from Norway. Since he was a spray painter, I asked about my Valiant that was in need of some paint.

Next time I showed up, I brought my VG Valiant Hardtop. We agreed on the work on my car and lucky me was invited on the breakfast run in January coming up. And Greg had a Valiant that I could borrow while my car was in for painting.

On the day of the run I met Newley at his home at 7 am, about 20 minutes drive from my place. Then we took off in Greg's Chrysler and met the other club members. There were cars from the 20s and up to 70s models, with most in the 30s era. A lot of nice cars. Many of them unusual for Norway.

Then we had a cruise towards the beach for half an hour. And as we

got there, the barbecues and all the stuff you need for a real breakfast appeared on the lawn. It was a quite warm day, nearly 25°C by 9 o'clock.

After a lot of eggs, bacon, hot dogs and a lot more, things happen as it always does on a vintage car meet. A bonnet opens, people walk towards the car and the discussions start. Was this correct for that model? What about that paint? And so on. And some showed what they had done since last time they met.

Around noon people started to break up. And I had a very nice day on my first Mopar outing in Australia.

With best regards

Freddy Hilsen

There were seven photos, which were rather small and wouldn't reproduce well

Picture front: The car I was passenger in. A 1936 Chrysler Airstream 8 cylinder.

Picture 1: Same car

Picture 2: This was a rare car. A one of probably 1930 De Soto Eight

Picture 3: Dodge 1956, made in Australia

Picture 4: A lot of pick ups or Ute as they are called in Australia. This is a 1929 Dodge

Picture 5: 60 New Yorker and a Dodge Phoenix. In US this is a Plymouth

Picture 6: Two Dodge Brothers



PAST EVENTS

All Chrysler Day 2005

Sunday, 27 February 2005

Two perfect February days, beautiful MoPars everywhere and friendly faces to shoot the breeze with. Saturday saw the cruise from Le Cornus take in the sites of the Adelaide Park Lands, a scenic drive through some of most picturesque roads of the Adelaide hills, finishing with a meet and great BBQ at Mitsubishi's Tonsley Plant.

Sunday's show provided the steady trickle of spectators with entrant numbers similar to last years event. With around 150 cars filling the oval to a comfortable level it is proof we need a bigger venue if we get 20 more cars. Although numbers of pre '60s cars was down, the quality was definitely still the usual high standard. Glad I wasn't a judge!

Some of the stand out cars of the day were, Daniel Zivkovs' super rare Bahamas yellow 1971 Plymouth GTX. CRCASA member Geoff Glynn-Roe's 1939 Chrysler sedan, one of 2 in the country! Also a CRCASA member, George Sabaziotis' lime light 340ci powered Charger taking home Top Modified of Show and Top Charger. His wife Gina wasn't to be out done coming away with Top Restored of Show in her Magenta E38 Charger.

The day was dominated by the locally made Chrysler Valiant product but the organizers have introduced new categories to spread the winners over all models and body styles. More will be created as the number of Vintage and Veteran vehicles increases each year.

The drag racing fraternity was catered for by and appearance of Dante DiGiovannis' AP6 ute. This is one car that needs to be seen to be believed, with arrow straight panels and subtle but innovative custom body work it was sure to pull a healthy crowd all day.

The switch back to our Gleneagles stomping ground didn't deter the faithful spectators or traders, with what seemed to be the most swap meet site I can remember seeing. It was no Ballarat, but the Adelaide All Chrysler Day is one of very few shows in SA that offer this chance to buy and look all in one place.

Stay tuned for details about a DVD that will be produced, giving those who couldn't make it an idea of how much they missed!

Andrew Staples
CCCSA – Events
CRCSA - Member



PAST EVENTS

All Chrysler Day 2005



All photographs by Damian of the Chrysler Car Club of South Australia.

Left: Steve Lovell's 1925 Chrysler 58 tourer.

Right: Geoff Glynn-Roe's 1938 Chrysler C18. Yes — I know that makes 2 photos of Geoff's car in the same edition. It shows that both Damian, Andrew and I all like it! These photos came in at the last minute and I didn't have time to swap out my photo on page 12.



A VC Valiant Regal.

CH Chrysler by Chrysler



OUR MOTORING HERITAGE

De Soto Power Wagon

In last issue's "wanted" column, Ron Thallon was asking for assistance with identifying his De Soto Power Wagon. Here is more of Ron's story:

Firstly I must state that I did not restore the Power wagon. I have done other vehicles, buying a restored one is definitely the best option.

I was originally interested in a WW11 Dodge Weapon Carrier, but after some research, I realised a P/W was the way to go. A P/W is the next generation from the Weapon Carrier, and they look very similar. However the p/w has a two speed transfer case, closed cab, better engine and a four speed synchro gearbox. [see photo comparison]

Having made that decision, I started looking. These vehicles are very rare in Australia. I know the RAAF had 25 and some went to the Snowy Scheme. Two were bought by Armand and Michaela Dennis and used for an expedition to look for Lasseter's Reef. I believe the Victorian Railways had two.

Mine was restored by Graham Trembath from Wagga Wagga in NSW over three years. He is an oil company rep. and a very nice bloke. The history is that the vehicle was originally purchased by Vic Railways new from Chrysler Australia, having been built in South Australia. It was used by them for about 20 years, and the ended up with the NSW bush fire brigade as a water tanker. Graham acquired it, and commenced the restoration. This included fabricating the rear utility section, an

excellent job. The vehicle is a tribute to his skill and effort. He thought it was approx 1949.

These vehicles are designed for hard work in difficult terrain eg farming, survey and recovery work, and are renowned for their strength, durability and pulling power. The front mounted winch is rated at 10,000 lbs. with a safety factor of 3, and stories of their pulling power are well remember by the people who used them. The winch is a pto type, connected by drive shaft to the gearbox. This vehicle is fitted with the better British KEW motor ,and Lucas [Prince of Darkness] electrics, but the rest is all US manufacture.

I have made some minor bolt on changes to make it a bit more user friendly. I have put on different tyres as the original bar treads [see spare] are deadly in the wet. Halogen inserts to see and an alternator for more reliable power. Different carburettor and changed optional diff ratios for better fuel economy. Originally consumption was 10 mpg with a top speed of about 50 mph. I believe it has done about 28,000 miles.

Research. The serial no on the winch shows manufacture as 1956. I believe the winch to be original, so it was probably built some time around then. The chassis no is the cruncher. It does not fit the original US manufacture sequence for Power Wagons, but fits the WW2 sequence for Dodge Weapon Carriers. The US experts can't work it out,



OUR MOTORING HERITAGE

De Soto Power Wagon (ctd)

so its a real mystery. Chrysler Australia has no records going back that far.

A plate on the firewall states the model as AT-137-3. The original literature shows this as a Recovery Configuration similar in appearance to a tow truck with an "A" frame boom on the rear. This is possibly how it may have looked originally with the Railways.

A plate on the dashboard states "VR 235".

~~~~~

I have just received some extra information. I spoke again to Graham Trembath, the original restorer.

I misunderstood some of the original story. The vehicle is definitely ex Vic Rail, but was sold to the NSW Bush Fire Brigade in the early sixties. This fits in with the my winch research and dates the vehicle approx 56/57. So the railway did purchase the original vehicle, but only had it for 6 years or

so and all the serial numbers are correct as well as the possible tow truck configuration.. But the problem with the chassis number is now resolved.

Apparently it was involved in an accident and hit a tree or bridge. [must have been a bloody big tree] as the front chassis rails were bent. Solution: the front rails were cut off and replaced with two rails which were cut from a WW2 Weapon Carrier and welded onto the original rails. The cut was just behind the steering box. A 5/16 inch reinforcing plate was then bolted to the outside of each chassis rail. All this was done in a small outback country town. Good old Aussie ingenuity.

So the original Vic Rail history is correct ... just shorter.

The number on the grafted chassis rail is from a WW2 Weapon Carrier manufactured in 1942.

**Ron Thallon**  
07 3844 3170



## OUR MOTORING HERITAGE

### A Future Mopar Classic?

**Auburn Hills, Mich.** - The Dodge Charger—one of the biggest names from the muscle car era—powered its way out of its storied past and onto the stage at the 2005 North American International Auto Show in Detroit. The much-anticipated 2006 Dodge Charger will muscle its way back to streets and racetracks across America early this summer.

The Charger coming off the line and out of garages this year will create a new reputation for the Dodge legend, featuring a modern design to back up its 21st century muscle car power, sports car handling and cutting-edge technology.

With a 250-horsepower High Output V-6 engine or the optional 340-horsepower HEMI® engine powering large 18-inch rear wheels, the all-new 2006 Dodge Charger races into the car market with bold, provocative styling and substance without losing the convenience of a modern sedan.

"It's a car that evokes power and performance under the hood, yet provides everyday functionality and convenience," said Craig Love, Vice President — Rear-wheel-drive Product Team, Chrysler Group. "We have the proven technologies and the legendary HEMI engine that allow us to produce a modern rear-wheel-drive muscle car."

#### **Twenty-first Century Performance, Safety & Security and Technology**

The all-new 2006 Dodge Charger features rear-wheel drive with near 50/50 weight distribution and advanced technologies that offer superb ride and responsive handling in all surface and traction conditions.

The Multiple Displacement System (MDS) on the Dodge Charger's HEMI engine seamlessly deactivates four

cylinders in just 40 milliseconds - quicker than a blink of an eye - when full V-8 power is not needed, improving fuel economy by up to 20 percent. The HEMI engine with MDS completed more than 6.5 million customer-equivalent miles through the Chrysler Group's development and durability testing.

The Dodge Charger's standard Electronic Stability Program (ESP) is designed to electronically detect and assist in critical driving situations. It enhances driver control and helps maintain directional stability in adverse driving conditions - automatically. ESP constantly compares the driver's intended course with the vehicle's actual course and compensates for any differences.

ESP, combined with an Anti-lock Brake System (ABS) and All-speed Traction Control with Emergency Brake Assist, improves the Dodge Charger's traction, manoeuvrability and stability in all weather conditions.

The ABS keeps the car straight and retains steering capability when braking on slippery surfaces by preventing wheel lock-up. All-speed Traction Control enhances mobility and prevents wheel slip when accelerating on slippery surfaces.

"With the HEMI V-8 engine and MDS, the new Dodge Charger has more power per cubic inch than its ancestors and provides all the glory of the muscle car era more efficiently than ever before," said Love. "With modern technology, this Dodge Charger rides securely on the road, stays planted through the corners and stops with assurance."

*Note: The information shown is preliminary and based on data available at the time of publication.*

*Source: DaimlerChrysler MediaServices*



## OUR MOTORING HERITAGE

### Mopars Slay Them at Auction

*My daily Google Alerts notified me that classic Chrysler vehicles had featured prominently in a leading US motor auction. The following is extracted from Barrett Jackson material, with permission. The Barrett Jackson website is [www.barrett-jackson.com](http://www.barrett-jackson.com)*

**Richard Tapp**

**SCOTTSDALE, Ariz. - January 31, 2005** – Barrett-Jackson Auction Company announces the most successful car auction to date with record-breaking sales in numerous categories.

The Barrett-Jackson Auction Company reaffirmed the interest in collecting cars with another record-setting year, which garnered an estimated \$61,687,526 in sales compared to the \$38,520,722 record set at the 2004 auction. A total of 878 cars crossed the auction block during the five-day event; all were sold at No Reserve.

The 4,286 bidders representing all 50 states and 14 countries registered for a chance to take home

a vehicle. These bidders provided \$858,711,000 in certified bank letters of guarantee; when accounting for the VIP bidders, the participants had well over \$1,000,000,000 in buying power available at the auction.

Despite a few rain showers, attendance at the 2005 event was equally record-setting with an estimated 200,000 people attending, up over the 2004 attendance of approximately 185,000. In addition, SPEED Channel Television Network broadcast an extended 24 hours of live auction coverage.

A 1936 Chrysler Airflow Custom 2-door Coupe sold for \$550,800 including bidder's fees. In addition, an unrivalled selection of Hemi-powered automobiles, street rods, muscle cars, classic and pedigree European sports cars were sold on the auction block at the 34th annual edition of what is internationally established as the 'The World's Greatest Classic Car Auction.'

The highest priced Chrysler Corp vehicles were:

| Lot    | Year | Vehicle                                       | Price     |
|--------|------|-----------------------------------------------|-----------|
| 1006   | 1936 | CHRYSLER AIRFLOW CUSTOM 2 DOOR COUPE          | \$550,800 |
| 968    | 1970 | PLYMOUTH HEMI CUDA 2 DOOR COUPE               | \$329,400 |
| 1010   | 1970 | PLYMOUTH HEMI SUPERBIRD 2 DOOR HARDTOP        | \$307,800 |
| 725.1  | 1970 | PLYMOUTH HEMI CUDA 2 DOOR HARDTOP             | \$270,000 |
| 1046   | 1963 | PLYMOUTH BELVEDERE 2 DOOR POST 426 MAX WEDGE  | \$243,000 |
| 1256.1 | 1968 | DODGE HEMI DART 2 DOOR HARDTOP                | \$207,900 |
| 1282   | 1970 | PLYMOUTH CUDA CONVERTIBLE "HEMI RECREATION"   | \$164,160 |
| 1028.1 | 1948 | CHRYSLER TOWN & COUNTRY CONVERTIBLE           | \$156,600 |
| 937    | 1968 | PLYMOUTH HEMI ROADRUNNER COUPE                | \$151,200 |
| 967    | 1966 | PLYMOUTH BELVEDERE II HEMI 2 DOOR HARDTOP     | \$151,200 |
| 1253.1 | 1971 | PLYMOUTH CUDA CONVERTIBLE                     | \$140,400 |
| 683.1  | 1967 | PLYMOUTH BELVEDERE P23 FACTORY SUPERSTOCK     | \$139,320 |
| 739    | 1970 | PLYMOUTH HEMI CUDA CONVERTIBLE "CLONE"        | \$118,800 |
| 1254.1 | 1969 | PLYMOUTH HEMI GTX 2 DOOR HARDTOP              | \$116,640 |
| 695    | 1970 | PLYMOUTH SUPERBIRD 2 DOOR HARDTOP             | \$115,560 |
| 703    | 1969 | PLYMOUTH ROADRUNNER 2 DOOR HARDTOP            | \$114,480 |
| 933.1  | 1967 | PLYMOUTH HEMI GTX 2 DOOR HARDTOP              | \$113,400 |
| 1021   | 1968 | DODGE SUPERBEE HEMI 2 DOOR COUPE              | \$108,000 |
| 1025   | 1969 | PLYMOUTH HEMI ROADRUNNER 2 DOOR HARDTOP       | \$108,000 |
| 1045   | 1971 | PLYMOUTH CUDA CONVERTIBLE                     | \$106,920 |
| 1060   | 1971 | DODGE CHALLENGER CONVERTIBLE "HEMIRECREATION" | \$101,520 |
| 966    | 1949 | CHRYSLER TOWN & COUNTRY CONVERTIBLE           | \$100,440 |
| 934    | 1970 | PLYMOUTH CUDA AAR 2 DOOR HARDTOP              | \$99,360  |
| 942    | 1963 | PLYMOUTH SPORT FURY SUPERSTOCK 2 DOOR HARDTOP | \$98,280  |
| 747    | 1967 | PLYMOUTH GTX 2 DOOR HEMI                      | \$97,200  |
| 1041   | 1970 | DODGE CHALLENGER R/T 2-DOOR HARDTOP           | \$94,500  |
| 1071   | 1970 | PLYMOUTH HEMI CUDA CONVERTIBLE 'RECREATION'   | \$93,960  |

## OUR MOTORING HERITAGE

### Nash Metropolitan Snowmobile

*Bill Watson sent me a link to the Nash Club website where these pictures were found. Their webmaster Jim Bracewell advised me that this unit had been advertised on eBay and a contact e-mail address. A Google search tracked it down into a current (at 2/5/05) eBay auction (item 4529732318) with the following description — except that I corrected the spelling:*

**Richard Tapp**

You are looking at the worlds only 1957 Nash Metropolitan Snowmobile. This Beautiful machine was professionally built by "Tommy's Custom Classics" in Anchorage, Alaska (907)-522-1770. This is a one-of-a-kind custom cult machine. It is a first place show winner. Great for special events. How about Santa's sleigh? No reindeer needed with this baby, because is has over 100 horses already. This a twin track with Polaris short tracks, Ski-Doo Skandic suspension, 1998 Yamaha 700 cc SRX engine,

custom made aluminium skis, cell, much, much more. Hundreds of hours of fabrication, and modifications. (Two years build time). Body and paint are very nice, all chrome is new. New custom red and white matching interior. Also comes with front wheels & tires for transporting. We will arrange shipping if you like, or buyer may arrange their own shipping or pick up. Buyer pays shipping costs. Shipping cost should run about \$1,500.-\$2,500, depending where it's going.. Deposit of \$500.00 required within 24 hours of the end of the auction by PayPal or Bank wire transfer. Balance due within 10 day of the end of the auction. Email me with any questions or for more photos or call us @ (907) 522-1770. This is a rare chance to own this one-of-a-kind custom machine. This is a "No Reserve Auction". Opening Bid is only \$5000 (Auction Note: should bring between \$15,000-\$25,000.) Good Luck. Thank you for looking and remember "Bid High & Bid Often"



## MARKET PLACE (CTD)

### Club Stubby Holders

Club "stubby holders" are now available, thanks to Mike Rees.

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.

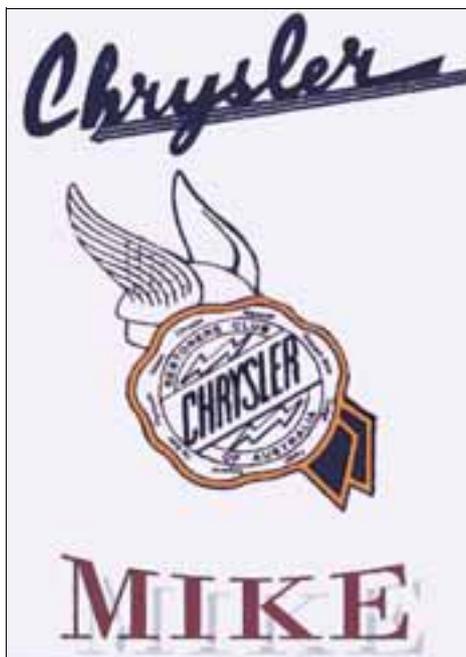
For a customised stubby holder please supply a photo of your car with no background and all other relevant details.

Price \$6.00 with logo, \$7.00 with photo.

Place orders with Mike Rees, PO Box 107, Tanunda 5352; mob 0427 101 784

Stubby holders can be ordered any time.

*Mike Rees*



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

**Men's Polo Shirts** in Navy or Royal with Red Trim in Sizes Small to 3XL - \$35 and 4XL to 5XL now available at \$39

**Ladies' Polo Shirts** in Navy or Royal with Red Trim in Sizes 8 to 20 - \$35

Children's sizes are also available

**Vests** — Reversible Polar Fleece Lined in Navy with Red Lining or Navy with Navy Trim — Sizes Small

to 3XL - \$58

**Water Resistant Polar Fleece Lined Jacket** Navy with Red Lining, Royal with Red Lining, Navy with Navy Lining - \$64

**Chambray Shirts** Men's or Ladies' Long Sleeve \$42, Men's or Ladies' Short Sleeves \$41, Ladies ¾ Sleeves \$42.

**Sew On Badges** \$16

**Caps** Navy with Red Trim or Royal with Red Trim to match the Polo Shirts \$13

All prices include our emblem embroidered on the article

If you would like to order any of the



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Piston Ring Compressor  
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Torque Wrench 0— 120 ft lb 1/2" drive ( Qty 2)  
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**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

2 Goodyear 5.50x20" new old stock tyres. 8271 5259

Dunlop 500x20 Super 90 car tyre, brand new, new price \$245, asking \$180, Doug Sweetman 8554 2286

Dunlop 500x20 Super 90 car tyres, used, \$100 the pair, Doug Sweetman 8554 2286

1936 Fargo cab/chassis, motor very good, body weathered, offers, Kevin Musolino 0417 832 025 (Basket Range)

1952 De Soto truck, model 3-59-As-419, body 5212 611, 3 ton tray top. 159" wheel base, 419 serial number body. Cylinder head and valves and fuel tank were removed 30 years ago and have been lost, but there is a spare engine, gearbox and cab. Odometer reads 40,483 miles, believed to be original. Reg UNU-836 \$800. W Schmidt, 8581 7013 (Robertsown)

Commer Knocker SCP460, Type CD 762, serial no. T99A0594, split windscreen, 7 ton forward control, T53 engine, 13'6" wheelbase tray top truck. W Schmidt, 8581 7013 (Robertsown)

1953 De Soto sedan, no bonnet emblem, some rust, not registered 21 years, all rubbers gone, hydraulics etc, under tarp, offers, ray Bosworth 8540 2213 (Morgan)

1955 Plymouth Belvedere Powerflite, 1 owner, two tone, 40,122 miles, original purchase dockets and books, inquiries to Brenton Hamilton 8387 0419

1963 S series Valiant [SA 214 169], deceased estate, 1 owner, green, push button auto, best offer Bubs, 8384 2826

1964 AP5 Valiant Regal, complete, fair condition, 20 years stored, unregistered, seen by Wayne Bartlett and Phil Bakker, \$600 ono, John Riley 8737 2565 (Penola)

AP5 Valiant station wagon, strong motor, straight body, books and key-ring, \$2,100 Ray 8382 7809

1964 Valiant safari wagon Ray Page 8668 4282

1966 AP6 V8, genuine, fully restored, original white, black vinyl roof, parchment interior, new tyres, trophy winner (achieved top 10 Chryslers on the Murray). \$20,000 Ross Trigg 8270 1329 ah.

VC Station wagon, cream, very good (needs new alternator) Daniel 0407 034 123

1967 Dodge Phoenix, white, original, good condition, runs well, \$5,000 ono, Ron Dawes 8667 5360 (Wilmington) Will be at 25th Anniversary run if not sold before.

1968 Valiant [RVO 531], auto, 1 owner, Andrew Skrzypiec 8384 2826

Edelbrock Torker 11 383 Chrysler Intake Manifold. (Catalog No 3010), still in the box and brand new. Present cost \$470, will sell for \$300 negotiable. Moss Geue 0417 830 271

1971 VH Valiant station wagon, no rust, good tyres. Hargreaves 0417 028 858

1974 VJ Valiant Charger [UDU-388], 265 Hemi, 4 speed, options E33, D20, B51, C93, W23, trim L1, currently

registered until May 2005. Car is in original condition, with usual rust around the rear window and some under the bonnet. Body is straight with no major dents. Colour is the original red. Interior trim needs attention with seats and arm-rests to be re-upholstered. Service manual and handbook still in the glove-box. 76 year old lady driver has owned for all but the first 10 months of its life, but no longer needs this size of car. Basically she has driven the car from Beachport to Millicent once a fortnight for shopping. Barry Hocking (son) 0408 953 841

1975 Chrysler Centura, one lady driver, car in fair condition, lady no longer driving, unregistered, any reasonable offer, Margaret 8332 5416.

1976 VK Charger [SBT-681], auto, air, factory alloy wheels, dual fuel, \$3,500 ono, Jack Vandenaeker 0411 964 808 (Woodcroft)

1978 Mercedes 280SEL, all options, receipts for work done, \$5,500 ono, Alan Tomkins 8552 5357 (Victor Harbor)

CM valiant parts John Pavy 0405 618 526

Chrysler long service watch, Trevor Beythien 8449 8905

### WANTED

5 x 24" rims for 1924 wooden spoked Dodge, 8271 5259

1928 Chrysler 72 cylinder head. Ken Leeks, 8284 7910

1925 Chrysler 70 parts including radiator and surround and any other parts. Also Chrysler L80 front and rear brakes. Ph Graeme Cocks (H) 08 92726854 (W) 93365222 (WA)

1933 Plymouth. Cluster gears or complete gearbox. Any info on 1933 Plymouth would be appreciated. David Preuss 8563 2652

1938-39 Chrysler / De Soto sloper (like Ken Barnes). 119" wheelbase. Henry 8264 2261 or 0419 294 052

MGTC Steering Wheel and 4 of 4.5x5.00x19" tyres. Brian 8327 1993 or 0412 497 772

1950 Dodge Kingsway gearbox or cluster and 1st/reverse slider gear. Ashley Farrow 0400 144 399 or 8341 6661 ah.

195x De Soto Diplomat Custom SP25S. Looking for replacement rubber hoses, suspension rubbers and specifications or a factory manual. Trevor Ensor, 0413 857 445 (Aldinga Beach)

AP5, AP6 or VC station wagon. David May 8265 3278

AP5 bonnet, stone guard, front fenders. Steve 0418 588 395

Early model side mirrors to suit AP6 (Wibroc make) Dimitri 8371 2481

Dodge Phoenix 15" steel rims. Brian 8327 1993

Driver side tail-light and 2 chrome strips for corner of vinyl roof on 1969 Dodge Phoenix Pillarless Hardtop. Jamie Hill, Brisbane (07) 3267 0187

Driver's door glass (with or without door) for 1971-2 Dodge Phoenix 4-door sedan (pillared, not hardtop). Rather desperate, transport from anywhere no problems. Adrian Byass 0410 305 685

Old radios and parts, Jim McLachlan 8294 2992

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