



**THE  
CHRYSLER  
COLLECTOR**

**Number 160**

**September / October 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

<b>President:</b>	Ken Barnes, 21 East Avenue, Millswood 5034 .....	8293 7923
<b>Vice President:</b>	Wayne Bartlett, 33 Todd Road, Para Hills 5096.....	ah 8285 8072
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024 .....	8356 9391
<b>Asst. Secretary:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Treasurer:</b>	Alan Driver, 4 Roberts Street, Brighton SA 5048 .....	ah 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034 .....	ah 8271 6961
<b>Librarian:</b>	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 .....	ah 8261 7971
<b>Assistant Librarian:</b>	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109.....	ah 8258 5264
<b>Technical Liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090 .....	ah 8264 2261
<b>Public Relations:</b>	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020 .....	8449 8905
<b>Run Coordinator:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074 .....	ah 8165 3971
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Historic Vehicle Registrars:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158 .....	ah 8381 9665
<b>Committee:</b>	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
-	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 .....	ah 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
<b>Federation Rep:</b>	Allan Kempster, RSD12, Reeves Plains 5502 .....	ah 8527 4023
<b>Combined Car Clubs Rep:</b>	Ken Barnes, 21 East Avenue, Millswood 5034 .....	8293 7923
<b>Historic Vehicle Assessors:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
<b>South:</b>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165 .....	8382 3982
<b>Central:</b>	Ross Bryant, 12 Alma Street, Panorama 5041 .....	8277 8220
<b>Central:</b>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083 .....	ah 8269 4771
<b>North:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090 .....	ah 8264 2261
<b>North:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	ah 8251 3240
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 .....	8386 2931
<b>Catering Coordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Club Tools held at:</b>	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 web version of magazine can not be protected.*

### The Chrysler Collector

**Next Issue:** Please submit material for the next issue no later than Friday 28 October 2005. Corrections/amendments until Sunday 30 October 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

**14 September 2005**

Chrysler Racing Team—John Ellis

**12 October 2005**

Power of the Past—Maurice Emmerson

**19 October 2005**

Committee meeting

**9 November 2005**

Push button automatics - Chris Howes

**14 December 2005**

Christmas Party

### CLUB RUNS / EVENTS

**9 October 2005**

Balaklava Museum — Norma Schopp

**29 October 2005**

Annual Dinner at Athelstone Football Club—Judy Hart / Chris Howes

**20 November 2005**

CCC Run

**11 December 2005**

Christmas Picnic, Beefacres Reserve, Paradise - Joan and Neil Wormald

### INVITATION/OTHER CLUBS' EVENTS

**25 September 2005**

Bay to Birdwood Classic

**26 September 2005**

Mainline Drive-In Gepps Cross (*Cruising Classics Event*) Geoff Glynn-Roe

**28 September 2005**

Historic Port Adelaide (CRCA organised Cruising Classics Event)

**2 October 2005**

KI Motorfest—American River

**2 October 2005**

Edinburgh Show & Shine – Edinburgh Oval, Frank Bernhardt 0408 818 088

**21-23 October 2005**

Blanchetown Campout — Judy Hart

**26 November 2005**

Norwood Christmas Pageant

### SWAP MEETS

**18 September 2005**

Gawler Trotting Track

**6,7,8 October 2005**

Broken Hill

**16 October 2005**

Strathalbyn Racecourse

**12-13 November 2005**

Bendigo Showgrounds

**19 November 2005**

Berri No.2 Oval Trenaman Cres. Trevor Taylor 8583 7210

### Entry Forms etc

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

## How do you get on the cover?

I was asked this question recently by a member. I had previously thought about writing an article on this subject and I spoke about it briefly at the last meeting.

It is a very scientific process. Each issue I look through the suitable photographs that I have and choose the best eligible photograph.

What makes a photograph eligible? Well I alternate between pre and post WW II, so the car has to be in the era that I am looking for. I guess a very rare “during the war” car could fit in either camp.

Secondly I have a computer analysis of the makes and years that have been used previously and of the cars in the club from the Register. I try to balance the two. This month I had picked a Chrysler as the best suitable photograph - but on checking, Chryslers had been proportionately over represented so I swapped to a Dodge, which had been under represented.

So what makes a photo “the best”. Firstly it has to be very sharp - I use a tripod for cover photos - but with good light and a steady hand this is not essential. It helps if there are

minimal shadows from trees - this year's breakfast run was very problematic as the main parking area was between trees.

The foreground needs to be clear - also bad at this year's breakfast run where most cars were nosed into a fence.

Also, the photo needs to be taken from a perspective that suits the cover. I want all of one half of the front of the car and all of the windscreen. The background needs to be inoffensive.

The lighting needs to suit the colour of the car. A black car needs reflections to give the blackness shape. A white car needs shadows for the same reason.

For a digital photograph, to get sufficient resolution for quality reproduction I need 2200 pixels vertically after cropping. My 4 Mp camera is 2272x1704 so you can see that the original photo has to be framed almost perfectly.

It should go without saying that the exposure needs to be correct. So, my fellow photographers, “bring it on”!

*Richard Tapp*

## Cover Photo

*Ralph and Margaret Winston's 1933 Dodge DP sedan, photographed at the 2005 breakfast run, where they parked “nose out” in the sunny southern car park (see article above). Photo Richard Tapp*

## COMING EVENTS

### Springtime Run to Urlwin Park, Balaklava

**9 October 2005**

Meet at the car park of the Whitehorse Inn Hotel, Pt Wakefield Road, Bolivar at 9:30 am for a 10:00 am departure. Please assemble near the Treatment Works boundary, ie away from the Hotel's Gaming Lounge.

Leaving the car park, travel north on Pt. Wakefield Road to Two Wells, Mallala and on to Balaklava. Turn Right into Short Terrace and proceed to Urlwin park Agricultural Museum (34a Short Terrace). A red

"open" flag and CRCA sign will be at the entrance. Please park all cars in the Museum grounds.

BYO picnic lunch, tables, chairs etc. Entry: \$3 adult, \$0.50 child giving you entry to both agricultural and folk museums.

Urlwin park is home to the Museum's agricultural collection which includes farming equipment, horse drawn vehicles, a replica of the town's last blacksmith shop and the historic "Corduoy Road". The Zacher Pavilion showcases the

"Balaklava Made" collection complete with a couple of strippers.

A short walk across the parklands takes you to Centenary Hall, (the folk museum) where you will find a vast collection of local historical records and photographs, as well as household items, old shopfronts and war memorabilia.

Springtime is always a good time for a drive in the country—please join us.

**Roy & Norma Schopp**  
Ph 8862 1854

### Country Music Campout

**21—23 October 2005**

The Country Music Campout will be held at Bindamurra Station, Blanchetown from Friday 21st October until Sunday 23rd October. Admission \$20 Adult: Under 16 free if accompanied by an adult. Revival breakfast available Sunday

morning. Bar facilities, Burk Salter wines, steak sandwiches, soft drinks, donuts available. NO DOGS, TRAIL BIKE RIDING, OR PERSONAL CAMP FIRES. This is a working station.

Camp oven tea is available on Saturday night for \$12 a head.

Contact Kay Mustard on 08 8540 5028 for tickets. She will be the only person to contact regarding tickets!

Any other enquires Phone 08 88505183 or 0408 839881

**Judy Hart**  
8337 7887

### Annual Dinner

**Saturday, 29 October 2005**

The Annual Dinner will be held at the Athelstone Football Club, 150 George Street, Paradise on Saturday 29th October 2005 at 7.00 p.m.

The cost will be \$18 per head. I can recommend the food and it is



always a fun night, so **put it in your diary NOW!!**

Lets get as many to the dinner as we do to the Pub Lunch. If you need any more information please ring.

**Judy Hart**  
8337 7997

### Christmas Picnic

**Sunday 11 December 2005**

This year the annual picnic will be held at Beefacres Reserve Paradise, near the Darley Road Bridge and we have hired a hall to serve lunch.

Assemble at 10.30 am at the CRC clubrooms for an 11.00 am departure. Lunch, plates, cutlery, serviettes and Christmas presents

for the children under 12 years old will be provided by CRC. Please bring chairs, tables and drinks. Cost per family is \$10.00 and single \$5.00. 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 8449 7254.

To allow time for the purchase and wrapping of presents, please ensure all details are provided on or before 27 November 2005.

**Neill & Joan Wormald**

## FROM THE COMMITTEE

### President's Message

As I have said before Richard Tapp sure does a good job with the "Collector" and he will be rushing this issue so he can have a well earned motoring holiday with Raice, enjoy, you two!!

I particularly enjoyed last month's issue, which included for the first time the Sticky Beak Sheet organized by Wayne Bartlett and it is great to know that bit more about Brenton Gibb. Bob and Donna Bermingham did their "maiden" run to the Cudlee Creek Wildlife Park, well organized and different. A really good place to take the grandchildren as Carole keeps telling me and where else would you see such a range of animals and birds including an albino kookaburra and magpie.

Barossa & Aviation Museum organized by a couple of "old hands" Trevor & Lorraine Beythien was a great success with 70 people coming. Sorry Lorraine some of us took some dragging from the fire, coffee and cakes at the Lyndoch bakery.

The Code of Practice for the conditional registration scheme for historic vehicles states, "The fitting of LP gas as a single or alternative fuel is not acceptable unless originally supplied by the vehicle manufacturer. If already fitted it must be removed within 2 years of the date of this code". The 2 years expired on the 1 August 2005; accordingly your Committee has decided to abide by the Code and will not be able to allow further conditional registration on any vehicles with LPG fitted.

Included with this issue is a separate sheet, which includes a voting slip for the Ron McNair Memorial Trophy which is a secret vote for the Club Member of the Year. Please make sure you send in your vote.

Also included in the sheet is a return slip to advise if you will be attending the Annual Dinner on Saturday 29 October 2005, this is always a good night and it would be nice to see some "first timers".

*Ken Barnes*

### Secretary's Jottings

Once again for me an annual Pub Lunch has been and gone! How the time flies! Thanks for the support for this function, it seems the weather was kind, and a few of us actually drove the older vehicles!!

A few weeks later a number of club folk (including myself) attended a lunch at the White Horse Inn at Bolivar, with members of the Maitland Area Auto Preservation Society (MAPS). Their vehicles ranged from a Rolls Royce and van den Plas to a Morris Major. It was a great lunch, with an interesting group of motor enthusiasts who appreciated being able to get out of their own little patch of turf.

The venue was excellent, with a good meal served up and heaps of room to move. I have actually made a tentative booking for the venue for the 2006 June Pub Lunch. When this is confirmed, The Club will be required to lodge a deposit of \$5 per head.

Talking about Pubs, we were up at Mt Barker on Thursday 18 August and finished up at the Mt Barker Hotel for

lunch. We were about to leave when three familiar faces popped in through the door, Tim Smeaton, Allen Martin and Malcolm Dubois - talk about the three Musketeers! I thought there must be a Swap Meet close by! After a bit of a chin wag, we parted company, and they went on for lunch.

I guess there are a few members madly working on cars for the Alice Springs jaunt!! Hope Alan Driver finds the time to at least check the water and oil, and also put a bit of air into the spare tyre I lent him. By all accounts he has 2 or three spares anyway!

I missed the Beythiens run last weekend, but no doubt it was as good as the run arranged by Bob Bermingham to the Cudlee Creek complex. What a great little run. Well done Bob.

Cheers for now, and I trust all those Alice Springs adventurers are back safe and sound

Yours in Vintage motoring,

*Ross Fleming*

## Editorial

### CONTRIBUTORS

This issue comes to you courtesy of Ken Barnes, Chris Howes, Norma Schopp, Judy Hart, Ross Fleming, Wayne Bartlett, Mike Osborne, Lorraine and Trevor Beythien, Gil Purdie and David Zatz..

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

*Richard Tapp*

### WEBSITE STATISTICS

	July 2005	August 2005
Visits	701	650
Pages	1693	1410
Megabytes	737	1,110

## CLUB NEWS

### Snippets

#### Logo change

Apparently the information we received about Chrysler Australia withdrawing its previous prohibition on our using the word Chrysler within the club logo was premature. However the "blue" on our magazine covers is printed in bulk in advance. So the reinstated old logo is staying put for the time being.

#### Our Website

The availability of our website has been intermittent in recent months.

Our web host in America (now) has new owners and the domain registrar in Australia is (now) promulgating our "name server" location directly rather than via a 3rd party. Hopefully things will be better.

#### Forum

There has been some activity on the Australian Built Chryslers forum hosted by Allpar.com. Have you had a look? Could you answer any of the questions posed? Could answer any of your questions?

#### Photo Galleries

I have added a number of photo galleries to the website. See photos that didn't get used in the magazine. Maybe there is a nice photo of your car?

#### LPG

If you have LPG in your historic vehicle — this is no longer legal! See the President's report.

*Richard Tapp*

### Sticky beak Sheet — Barry Just

#### Member's Name and Car or Cars

Barry Just, 1962 "S" Series and 1967 VC Regal Safari

#### What led to your interest in the Chrysler product?

I'm just a mad Chrysler fanatic.

#### How did you find out about the club?

Saw it listed in the Just Cars magazine.

#### Did you know someone in the club? If so, who.

No I didn't.

#### What year did you join?

I joined in the year 2000.

#### What came first - the car or the club?

The car by around 15 years.

#### Where and how did you find your car?

It was parked at the old TYRE MAG store on Junction Rd, Rosewater for sale in 1979.

#### Did it need restoration or was it already done ?

90% done.

#### Did any members have provide help with your restoration? If so who and what.

No as I was not in the club at that time.

#### Do you have a story that may have won you a Disaster Award? (Any stuff up will do)

Not in a Chrysler but there was a time, I was changing the oil in our VW Golf and the oil switch broke off, I then broke the easy out trying to get the bits out. Then I put the battery in back to front and burnt out some wiring, so that simple job ended up costing me around \$500 (pity it's not a VW club.)

#### Do you enjoy going to club meetings ? Why?

I do enjoy the meetings, for all the friendship I have gained.

#### What is your ambition in the club?

To try and enjoy myself with ALL my friends in the club.

#### Have you any story that needs to be told about another club member? (don't let the truth hold you back )

How much space do you have in the magazine?

#### Do you think that you will ever find that elusive part at a swap meet so you won't ever have to go to another Swappy?

Not a chance ( need a reason to go )

#### What have been some of the highlights of being in the club?

Interesting speakers.

#### Do you enjoy club runs? Do you have any suggestions for future runs?

Yes. The Victor Harbour motoring memorabilia museum would be interesting.

#### For the Ladies.

#### What were your thoughts when your man said I want an old car to play with and put it where you thought the paving, pergola and BBQ should be?

Oh sh\*t not another bl\*\*dy car !

#### Has his effort been worth it?

That's questionable.

#### Do you think he will ever find that last part on eBay or at a swap meet?

He doesn't live on eBay, but loves swap meet's and NO he won't, there is always that other part he needs.

#### Any other information that you may like to share?

He would (and does) help anyone.

## PAST EVENTS

### Cudlee Creek Run

17 July 2005

We had the pleasure of having our grand-daughter sleep over to go on the run with us to the Gorge Wildlife Park. At least it was a pleasure until she woke up at 6.00 am. I eventually got up just after 7.00 to organise and feed the little one, while His Majesty stayed in bed!

We arrived at the meeting place, in our modern (we had to take the car seat - what a marvellous excuse), in plenty of time to find the sun shining delightfully. It wasn't warm but, hey!, you can't have everything. People gradually arrived until there were about 15 or 16 cars. A reasonable turn up considering the weather the last few days.

We had a really picturesque run up Lower North East Road through Houghton, Inglewood onto Paracombe Road and then down Torrens Hill Road (with our brakes on all the way). Little Madam went to sleep of course to be nice and fresh for when we got there.

We had rather a struggle working out how to put the pusher into a drivable condition. We even yelled out loudly and asked for help, but got none, even from the couple with the very new baby! I ask you!.....

We took our lunch in to the Pavilion where the barbecues were then set off to have a look around. The place has certainly changed since I was last there, and all for the better. They have a wide variety of animals and birds, I even had my photo taken holding a koala - real tourist stuff.

Had a barby lunch, at least some us did. David Crichton came along with plates, utensils, salad etc and left his steak home in the fridge. He had to go and buy a hot-dog.

Richard took Zoe for another walk around while I enjoyed a glass of red, then we swapped places. I think she must have walked 20 miles. She patted wallabies and koalas, climbed

under fences where she wasn't supposed to go, picked up rocks and sticks and all in all had a wonderful time.

We eventually left at 2.00 pm thoroughly exhausted. We had a most pleasant day, the run was delightful in its winter green lush colours and we thank Donna and Bob for a good time.

*Judy Hart*



## PAST EVENTS

### MAPS Luncheon — White Horse Inn

**Sunday, 7 August 2005**

(From an e-mail)

Hello to you all at the CRCA!

I could not let Sunday's event go without sending some "thank you"s to all those who came along and made it such a great event. I was surprised that we got the numbers from MAPS prepared to take on a bit of a trip and the response afterwards was even more encouraging.

For Mary and I, it was good to meet up with so many of the CRCA folk we had met on the South East Saunter. Well, who could forget Alan Martin!

For those of you going off on the Alice Springs trip, we wish you well and will look forward to reading of the exploits.

Whilst you no doubt have your calendar very efficiently marked out until next year, we would always welcome your members over to any of our coming programme and if any are this way, please get them to

call us on 8837 3158. I know Ashley Farrow was looking for my land line number.

We will be pleased to meet up with anyone coming this way. Perhaps we can start to think about a joint event for 2006?

So, once again, thanks for all the support in making Sunday's event so worthwhile.

Best regards,

Mike Osborne,

Maitland Auto Preservation Society

### TAKE 2

What a great way to spend lunch on Sunday.

We met so many people from so many different clubs on the SE Saunter.

Members of Maitland Auto Preservation Society (MAPS) were one of the clubs who participated in that event.

They extended an invitation to our members to have lunch together at

the White Horse Inn at Bolivar, whilst they were on a trip to Adelaide on Sunday 7<sup>th</sup> Aug.

It was great to meet up with them and renew friendships we had made on the saunter and I guess that is the idea of the Saunter to have clubs interact down the line.

The lunch was fantastic, a huge smorgasbord for a very reasonable price.

There were 28 people from MAPS and 21 from our club, who all agreed that it would be a good idea to have a camp out on the Peninsular next year with the two clubs. I think that some of the MAPS people already have plans along these lines. Come on next year!!!

Thanks to the Maitland and surrounding people for the invitation and I am sure they would be all welcome to join us at any time when they are in Adelaide.

*Lorraine Beythien*

### Victories Down the Murray—Proposed Itinerary



Explore the river towns and views on excellent quiet bitumen roads. Then to Adelaide and the Bay to Birdwood run.

Leisurely touring between towns with the freedom to visit points of interest that interest you.

4 pm each evening regrouping at the park for your day's stories and happy hour.

Sunday 17<sup>th</sup> Sept 2006/Monday 18<sup>th</sup> Sept 2006: Meet at the Renmark Riverfront Caravan Park South Australia. [www.renrivercarapark.com](http://www.renrivercarapark.com)

Tuesday 19 Sept 2006: Travel to Loxton 40 km lunch at the Loxton

historical village. Meet at the Waikerie Caravan Park 75 km.

Wednesday 20<sup>th</sup> Sept 2006: Travel from Waikerie via Morgan, Blanchetown, Swan Reach, Walker Flat to Mannum. Meet at Mannum Caravan Park 189 km.

Thursday 21<sup>st</sup> Sept 2006: Travel from Mannum to Adelaide 90 km. Meeting at Adelaide Shores Caravan Park.

Friday 22<sup>nd</sup> Sept 2006 and Sat 23<sup>rd</sup> Sept 2006: See the sights of Adelaide. Participate in Bay to Birdwood Motorfest special events.

Sunday 24<sup>th</sup> Sept 2006: The Bay to Birdwood run. Head for home or return to Adelaide to continue your holiday.

Adelaide Shores Caravan Park is opposite the start line of the Bay to Birdwood and therefore is very popular. **TWELVE MONTHS**

### ADVANCED BOOKINGS ARE REQUIRED

1 Military Rd., West Beach 5024 ph 08 8356 7654 email caravanresort@adelaideshores.com.au

A number of cabins and powered sites have been tentatively booked at Renmark, Waikerie and Mannum.

The Bay to Birdwood entry director has offered the Victory Six National Rally special entry numbers, special parking at the start and also at Birdwood.

Expressions of interest to be forwarded by 20<sup>th</sup> Sept 2005

Victorys Down The Murray

C/- Gil Purdie, PO Box 333, Ingle Farm SA 5098

A/H 08 8359 0470 mobile 0419 034 951 email gandapurdie@chariot.net.au

# PAST EVENTS

## Alice Trippers

**20 August 2005**

I went down to the Caltex at Bolivar to see our Alice Trippers off and particularly to see Graham Bailey's newly finished tear drop caravan.

I arrived at around 9.30 which was about a half an hour too early. Ross Bryant was the first to arrive in his AP6 at around 10 am, then slowly more were arriving but pulling up at an empty block next door - so we moved on down there.



painted and one in a more conventional style, but to my dismay no Graham Bailey as yet. He was still putting the finishing touches to his tear drop last night but more about that a little later.

It was not a very nice day to be heading off on this great journey as the rain came in and looked as though it was here to stay. The umbrella brigade came out from

The Cowies were next, followed by the Crichtons, the Martins, David May and Co., Neil Wormald, Gil Purdie with Ross Fleming, a feral buckboard (sorry I don't know this one) and then the Beythien's with their new van in tow.

I thought the caravan and camping show was the other weekend but it looked as though our club members were having their own with three tear drop vans on display, two brightly



## PAST EVENTS

### Alice Trippers

every where.

Well it's now 11 am and still no Graham so it was decided they would start to head off to Port Wakefield and wait for him there. We wished all the travellers a safe and fun trip.

I rang Graham's mobile only to find he was still in his drive way and about to leave so I said I'll wait here for you as I wanted a Photo of his car and van. A few minutes later he rang me to say he was still home with battery



battery problem. Right! He was trying for around an hour to start the Dodge before he realized he had not turned on the battery isolator switch, Well, Well.

Anyway after a little stirring from us all, we wished them a safe and fun trip — but I forgot to get a photo after all that!

**Wayne Bartlett**

*All Photos Wayne Bartlett*

problems and to meet him on Kings Road. I waited for around 25 minutes I think but still no Graham. I think he went a different way maybe, so I went home had some lunch and went down to the Gibbs at Macintyre Motors, Para Hills.

As we were talking at around 12.30 we heard a horn blast and there was Graham and friend with van in tow, waiting outside.

Now get this. Graham Bailey our club technical officer, had a



## PAST EVENTS

### Barossa and Greenock Aviation Museum

#### Sunday 14<sup>th</sup> August 2005

The forecast was for rain and high winds. We did keep the rain away but we are sorry the wind didn't listen to the instructions.

We had 25 club cars and 6 modern vehicles for the run through One Tree Hill along Range Road to Gawler. The hills at the moment are quite green so the scenery is very good.

From Gawler we headed through to Lyndoch for morning tea, where I think most took advantage of the bakery for morning tea. Unfortunately the wind chill factor was very bad, although the facilities in Lyndoch are the opposite. They have good parking off road, toilets and shelter shed with BBQ's on a nice lawned area.

Some took advantage of the

second hand shop being open to browse for a while.

We then headed through Tanunda and on to Marananga and Seppeltsfield along the palm lined roads and the vineyards, which are waiting to bud for next season.

I did see one brave person about to climb up the hill to the Seppelt's family crypt. (Good girl Norma Hamilton.)

We then travelled through Greenock to Lincoln Nitschke's Aviation Museum where he had

lunch waiting for us. He did a marvellous job of preparing a BBQ lunch for the 71 people in our group.

After lunch we had a look over the museum of WWII aircraft and models. I am sure the men were very interested and the ladies, well they headed to the great little craft shop next door to the museum.

Thanks for a great attendance on such a cold day.

*Lorraine & Trevor Beythien*



# OUR MOTORING HERITAGE

## TJ Richards in 1894

This is a copy of a telegram sent by TJ Richards on 28 September 1894 while he was staying at the Royal Hotel at Balaklava. We found the original in a large bundle of 1894-95 telegrams given to the Balaklava Museum by the History Trust of SA.

*Norma Schopp*

Message Form No. 6. **Electric Telegraph, South Australia.** No. *47*

No. of Words, *12*

PARTICULARS OF CHARGE.	Telegram .....	<i>1/2</i>	<i>✓</i>	TIME. Received <i>7</i> h. <i>21</i> m. Dispatched <i>7</i> h. <i>29</i> m.	Date Stamp of Dispatching Office 
	Repeating .....	<i>1/2</i>	<i>✓</i>		
	Reply .....				
	Cab Hire, &c. ...				
	Total .....				

Transmitted by \_\_\_\_\_

Please send the following Message in accordance with the Printed Regulations and Conditions of the Department:—

To { Name *H C Richards*  
 Address in full *Coach Builders Mitcham Railway*

All numbers must be written at length in words.

4	<i>Send</i>	<i>The</i>	<i>Wayonette</i>
8	<i>Kadina</i>	<i>at</i>	<i>once</i>
12	<i>Sold</i>	<i>mine.</i>	<i>down</i>
16	<i>quite</i>	<i>well</i>	<i>to</i>
20			

Signature and full address of sender. { *H C Richards*  
*Royal Hotel*  
*Balaklava*

NOTE.—The Government will not be responsible for delays, nor will they be responsible for any mistakes in the transmission of a message unless it is repeated, and then to an extent not exceeding £5 *vide* Regulations and Conditions. All important messages ought to be repeated. Half the usual price is charged for repeating a message.

400,000—1-3-32 [PLEASE TURN OVER]

## Pentastar Pride

Pentastar Pride, the newsletter of the Vancouver Island Region of the WPC Club (with whom we exchange magazines) is now available by e-mail.

They have confirmed that they are happy to send electronic copies of their magazine direct to our members.

So if you would prefer to receive a copy straight into your Inbox rather than wait for me to bring the “dead tree” (paper) version to a club meeting, send an e-mail to Rita Green [ritagreen@telus.net] requesting that you be added to their mailing list.

*Richard Tapp*

## Restoration Services Directory

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

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

website, between biennial printing.

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

*The updated version on the website is June 2005.*

## TECHNICAL FORUM

### Allpar.com — Fixing Older Mopars

*One day a "Google alert" took me to the web page that is the basis of this article, a page at the Allpar.com site about fixing vintage Chryslers. I had been to the Allpar.com site many times before because Google recognises it as an authoritative site on a wide range of Chrysler related topics.*

*The page in question was "Fixing Vintage Chrysler, Plymouth and Dodge cars with carburetors and rear wheel drive". Obviously more than a few of our cars fit that description! Being an American site, "vintage" does not mean "1919-1930 inclusive", but none the less there is a wealth of practical information.*

*The page was compiled from problem solving messages in their user forums.*

*David Zatz from Allpar.com (www.allpar.com) has given permission for this material to be reproduced in our magazine.*

#### **FIXING VINTAGE CHRYSLER, PLYMOUTH, AND DODGE CARS (WITH CARBURETORS AND REAR WHEEL DRIVE)**

*For slant six-specific info, see the Slant Six page.*

#### **Electrical notes**

Check out these excellent articles with illustrated how-tos by Mopar Action's Rick Ehrenberg:

Electrickery, part I: [alternators and voltage regulators](#)

Electrickery, part II: [gauges and the instrument panel](#)

#### **Car won't start**

Check the ballast resistor. It's a little white block attached to the metal between the engine and the driver, with a single bolt; wires plug into each side. It's easy to replace and under \$5.

If the starter makes a rapid clicking noise, your battery may be worn, even if you can see your headlights.

If the engine was wet, dry it, separate the wires, and try again. Use silicone spray or "wire drier" or,

better yet, replace your wires with really good ones (\$25-40 mail order). These will probably improve your gas mileage and power as well.

Dan Stern adds: Whitaker's Multi-Mag comes in the same colors and insulation materials as original, but uses the spiral-wound construction that you find in wires such as Accel and Jacobs. Lower resistance, but no irritating radio noise. They have a lifetime guarantee and don't cost more than regular carbon-string type wires. The Slant-6 wire set (32605 for pre-75) has the correct 1-piece moulded plug boots. They are also sold under the Borg Warner/BWD KoolWire name.

Many of us have found that our automatic-equipped cars would not start in Park sometimes, but needed to be switched over to Neutral. Bill Watson suggested two possibilities:

(1) The shifter linkage might be out of adjustment, very slightly.

The linkage from your steering column attaches to an "arm" that sticks out from the tranny on the driver's side. Get under the car while someone moves the gearshift linkage. This way you will be able to determine which way it goes when you put it into park.

What you do is place the car in park, loosen the bolts to the "arm", push the arm all the way in the direction park is engaged. Then push your gear level all the over the left - as far into "P" as it will go. Then tighten everything up.

(2) The problem could also be the neutral safety switch, if it will not start at all:

As for finding the neutral safety switch, there will be a small wire attached to your starter solenoid that leads down under the floor toward the transmission. Follow this wire. You will find the neutral safety switch at the other end of it. [This switch may simply be dirty].

Note that if the problem is a burnt out coil, you can extend the life of your ignition coil by moving it to the fender or firewall, away from the engine, so it is not affected as much by engine heat. (High Performance Mopar tip sent by Erik Namtvedt)

Shakercuda wrote: Several items will cause a no start. One clicking under the hood is the starter relay.

1. The starter has a solenoid. These will get pitted and a no start will result. A separate part of the starter.

2. You have a starter relay on the engine compartment. The connections to the relay must be tight. The battery wire leads to the relay and from the relay to the starter solenoid. These are a parts store item.

3. You have a neutral start switch on the transmission. When it does not start in park shift to neutral and try it there.

4. Check the heavy gage wire from the battery (positive and negative). The negative must be clean and tight to the engine block. The positive is hot where it connects to the starter if the wire moves under the nut on the starter disconnect the battery and then tighten.

If your problem is the starter turns the engine over but the engine does not fire:

1. The connection to the electronic ignition could have a terminal in it that is worn out or a broken wire.

2. There is a ballast resistor on the dash that could be going open during the crank cycle. It sits on the dash panel it is white in colour and has two connections on it.

3. There are several connections from the ignition switch out to the ignition system, including the dash panel connector. It might be a good idea when the engine is running to just grab the wiring along the inner fender and move it around a little.

## TECHNICAL FORUM

### Allpar.com — Fixing Older Mopars (ctd)

4. When the engine does not fire try turning the ignition switch to accessory and then all the way forward to start.

5. Inside the distributor is a rotor. I hope the mechanic has checked this for solid contact to the top of the distributor.

6. The distributor can have hair line cracks in it. This can be checked only when running by spraying a light mist on the cap. If you see sparks or the engine starts running rough it is the cap.

#### **Belt noises**

High Performance Mopar (tip sent by Erik Namtvedt) wrote that a squeaky fan belt can be fixed with toothpaste- put on a few dabs with the engine off. The abrasive material in the toothpaste removes glaze from the belt and pulleys, stopping the noise.

#### **Anything from pollution to loss of power**

This may be caused by leaking vacuum hoses or mechanics disconnecting your vacuum hoses. If you like to breathe, and you want your car to perform well, replace all of the vacuum hose -- it costs maybe 10 cents per foot. Just get a few yards and do it one day (warning: you may need different kinds or sizes. You may need to take bits of the old stuff into the shop). Make sure hoses are not kinked.

Vacuum leaks caused by leaking hoses that look okay to the naked eye may result in the following diagnoses by mechanics: \* Need new carburettor \* Need new transmission \* Need new engine \* Need valve job \* Need new mechanic.

#### **Stalling**

See the above section on vacuum hoses. Turning the cold or warm idle screw on the carburettor is a quick fix that doesn't solve the real problem. If the car stalls when cold,

lubricate the choke well. If it stalls when wet, try getting much better ignition wires (lifetime warranty, good brand, about \$30). Also try: \* Put window insulating tape (foam) over the top of the electronic ignition module \* Spray the little wires with silicone spray or wire drier \* Check for vacuum leaks (see above).

Check the choke pull off as well - the choke may be staying closed even after the car warms up.

"65" noted: "Check the plugs at the firewall. All the power in the car goes through these plugs, and they tend to get loose and dirty with the passage of time."

#### **Random shutoff/cut-out**

Random shutoff can be caused by a bad ignition switch, the usual host of electrical problems, or, according to Gary Hamel, a flaky electronic ignition module. He noted that a low-priced aftermarket replacement is available (made by Wells) at many parts shops.

Dave Schoenberg wrote that "I have had A-Bodies where the steel fuel line right out of the tank gets rubbed through just VERY slightly (I seem to remember it rubs against a shock). Just enough to intermittently suck air instead of gas. Stops for no reason and starts again when it feels like it."

ShakerCuda wrote: "You might let the vehicle warm up. Then move the wire harnesses under hood a little at a time up and down. This will duplicate what is going on as you drive with a warm engine. "

#### **Windshield wipers / speedometer won't work**

Wipers: Put window insulating tape (foam) over the top of the wiper motor to keep water out. Or try rebuilding or replacing the motor yourself. There could be many other problems, e.g. bad linkage, but the first is very cheap.

#### **Speedometers**

(Jeff Voth) "Look at the back of your speedo just where the cable threads into it on the back of the speedo and there is a small metal cap that you can remove with needle nosed pliers. The cap will have some felt under it. Put several drops of 3-n-1 oil on the felt and replace the cap. This may not solve your problem but I can [practically] guarantee that this is the first time this has been done since it left the factory."

#### **Runs rough cold, seems to improve with heat**

georgey@bnr.ca (George Young) suggests: 1) Not enough voltage from old damp coil? - new coil. 2) EGR valve plunger binding open? - remove and plug manifold vacuum hose to EGR circuit.

Dave added: Better wires, high quality rotor/distributor cap for best fit. Check the stove, that big metal thing on many engines that feeds warm air from the engine to the air intake through a usually-rotten or missing hose. The vacuum-operated flap may also not be functioning for one reason or another, usually a bad vacuum hose. This is common. Dan Stern notes the flap is controlled by the Thermostatic Air Cleaner vacuum motor...

georgey@bnr.ca (George Young) adds: My old 318 ran rough when cold and wet, would stall out until warm. Choke was the problem. Manifold carboned up and wouldn't pass heat to choke coil thermostat. Changed to manual choke and no more problem and increased gas mileage

Dan Stern noted that driveability problems could be caused by a bad choke heater control unit, which may short out and shunt full power to the electric choke, causing it to heat up prematurely.

#### **Lean-Burn (computer-controlled carbureted engine) rough idle**

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### Allpar.com — Fixing Older Mopars (ctd)

(contributor name lost)

Are your coolant temperature sensor connection ok? If not, the computer will see a cold engine and will run rich.

Are the oxygen sensor connections ok?

Is the heated air inlet operating correctly?

Vacuum leaks? Check all vacuum hoses with a religious fervour! The leak's location many not even be obvious!

Carburettor problems: float low? valve seat damage? I doubt the latter since it appears that the problem arose quite suddenly. The following is something I've used on computer-controlled carburetted engines many times:

Connect a high impedance dwell meter to the mixture control solenoid, set the meter to the 6 cylinders scale, run the engine around 2000 rpm until hot and see the dwell. If the a/f mixture's ok, you'll see the dwell oscillating about 30 degrees.

Low dwell with oscillations => a/f mixture lean and running closed loop.

High dwell with oscillations => a/f mixture rich and running closed loop.

Dwell at or below 10 degrees => system stuck lean.

Dwell at or above 50 degrees => system stuck rich.

The latter two extremes indicate closed loop operation since open loop operation typical will show a stable dwell reading between 20 and 30 degrees (usually, closer to 20). Do not do this test at idle since some engines will be operated in open loop at idle REGARDLESS of the coolant temperature sensor's output.

**Seat belt looseness**

During the late 1970s up through the late 1980s all American cars had something called a window shade mechanism to allow for a small amount of slack to build-up in the shoulder belt. This was to prevent people from complaining that their belts were too tight. I experienced (ref: June 1987 Car and Driver article by Patrick Bedard) a problem where the seat belt built up too much slack. Sometimes the belts, like a window-shade, would never return at all. There is usually a large plastic button on the 'B' pillar that needs to be fooled into thinking the door is always opened, which by the way disables the window shade mechanism and is how the belts return 'home' when you get out of the car. Cut the plastic button very close to the 'B' pillar, being careful not to cut into the inner spring. Take a cotter pin and put it through the loops of the spring, this prevents the spring from ever retracting. Chrysler mini-vans are easier in that they have a rotating plastic cam with a striker pin that is engaged by the closing door. Just cut the striker pin and you eliminate the problem.

#### **Low front end**

Many late 60s and early 70s A-body Chrysler products had a problem with the rear mount for the torsion bar. Water collects in the channel and rust occurs. After a decade or so the channel that the mount is welded into rusts through and the mount twists and that side of the car falls onto the rebound (sp?) bumper. If this is what happened you will need to find a local frame/suspension/alignment shop that has someone who has welded in new material to replace the rusted stuff and then realign the ride height when done. (Thanks, Chris Jardine).

#### **Pinging on V-8s**

Pete O Dickerson wrote: My 75 Dodge Swinger 318 would ping at

part throttle operation, not at full throttle (floored!) like you might expect. Just going over an overpass or up a hill the engine would ping and clatter, even though the ignition timing and carburettor were set correctly.

The manifold was made from cast metal. The molten metal was poured into a mould through a little hole and when the manifold was finished, the little hole was plugged up with a little rubber plug. Well, after a few years this little plug would dry up, shrink, and fall out, leaving a hole in the manifold. This hole would cause a lean condition to exist at part throttle operation, by letting air leak in.

Try removing the carb and shining a flashlight down into the manifold and seeing if there is a hole in the bottom of the manifold. You can either plug it up or replace the manifold with a more performance oriented unit.

(The maintainer adds: invest in a vacuum gauge, they are cheap!)

#### **Fast idle, then stalling.**

From Timothy Economou: If you start your car and it runs for a while at fast idle and then it starts to load up and then stalls. There is this little round thing on the open end of your breather that closes the outside air when your car is at fast idle and lets it draw air from the manifold. (Stove control). Check it.

Editor's note: the stove control is frequently bad on vintage vehicles. The vacuum hose, control, and mechanics of the flap in the air horn should be checked. See above.

#### **Carburettor issues**

Justin Kaszowicz's carb'd 2.2 was idling rough and smoking (black smoke) when first started. The problem was that the choke was not opening - he had to open it by hand. This is a common problem. The

## TECHNICAL FORUM

### Allpar.com — Fixing Older Mopars (ctd)

solution in Justin's case was a new choke pull-off.

#### Brakes

See restoring and tweaking 4-piston disc brakes (1965-1970s) (separate web page)

#### Ignition switch

Bill Watson wrote this about a 1963 Valiant, but it probably works with other models:

If you look closely at the switch in the dash, there is a bezel that screws onto the ignition switch. You will

find 4 small slots on the inner side of bezel, each a quarter of the way around. I usually use a screwdriver, carefully, to move the bezel in a counter-clockwise direction. Once it moves, you can undo it by hand.

Once you get the bezel off, notice that the switch has a ridge along the bottom that fits into a corresponding slot in the dash. This keeps the switch stationary while you screw the bezel on/off. Once the switch is free, you can drop the switch under the dash and pull the

wire connector free.

To install, place the wire connector onto the new switch, place the switch into the dash (note the ridge/slot) and screw the bezel back on. Use a screwdriver, or some similar object, to carefully tighten the bezel onto the switch when you get it as tight as you can by hand.

Source:

<http://www.allpar.com/fix/vintage.html>  
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allpar.com

A Layman's List of Practical Auto Resources



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

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Valve Seat Cutters  
1 1/8" to 2 1/4" in 1/16" increments — various cuffing angles

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Ring Groove Cleaner  
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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

1924 Dodge tray top 'C' cab. Reg number WSC 566. \$3000.00 ono. Darryl Hinks 8568 2348

Dodge motor, may be Dodge 4, running condition, starter etc, diff, 2 rear doors and tin ware Barry 8388 7767

1926 Chrysler 70 tourer, unrestored. Much good panel work including rear tub, bonnet and excellent radiator shell. No motor. Majority of parts in Adelaide, chassis and rear axle in outback. \$650 for parts here, \$1,150 to supply all ex Adelaide. Will trade-in part for good 60 series radiator shell and chassis. Tom Williams 0411 501 197

1927 Chrysler model 52 tourer, body by Spencer (Grenfell St) Adelaide, 170 ci 4 cyl. An original car, repainted & reupholstered by previous owner in 1972. Engine & gearbox rebuilt in 1992 after WA rally, new diff 2002 (result of lending it to someone to do the Bay to Birdwood), fitted with tow bar and converted to 12v for towing camping trailer. A genuine close to original reliable car, not concours or a chequebook restoration, same owner last 18 years. Price \$10,000. Tony Beaven 0407 716 162 (See pic)

1927 Chrysler 50 series, 90% there, 5 wheel hydraulic brakes, parking lights, smokers stand in back seat etc \$3,000 ono. Athol Sergeant, Rankin Springs NSW 02 6966 1354

1929 Chrysler 77 parts, chassis, cowlings (vertical slots), firewall, 2 front mudguards (6 wheeler), wheel clamps. Domenic 0414 732 089 or 8331 1467

1935 Chrysler Airstream C6, two owners, always garaged, excellent mechanical condition, partially dismantled. Complete and fully original restoration kit, including tools and manual. Value unknown - offers welcomed. Tim Wynn Jones 02 9746 6100 or twynnjones@optusnet.com.au

1936 Fargo truck 215 ci engine plus gearbox, good for spares, need to clear workshop. Ross Gray 8389 1355

S series Valiant, auto black, fair cond, needs lots of work, engine said to be second, \$3,000 ono Ted McGuckin 0414 311 368 [This advert missed from a previous issue - may be too late - Ed]

Valiant VC Regal ,225 auto, reg until August, bare metal respray, new interior (dash, seats, carpet ,roof, door linings etc) new door/window rubbers, all chrome, new white-wall tyres, new brakes, etc. Too much to list. Outstanding condition, \$10,800 offers considered. M Muscat 0421 482 340

1970 Dodge VF ute, ex PMG, 63,737 miles, good condition, \$3,500 ono, Brian 8595 1361 (work) [Renmark]

1971 Dodge Phoenix LTD 400 build no 208. Plastic bead blasted and resprayed in black with a blue fleck, interior reupholstered, new carpet etc, rebuilt and modified 727 trans, 450 ci engine using a 400 B block and 440 crank, up .030 with KB pistons. Motor has head studs, main studs, full balance, big valve heads etc - disassembled and never run. The car is mostly assembled but needs a windscreen, bumper chrome and some small parts. I have spent \$10,000 on the paint, \$3,500 on the motor, \$1,200 the trans and \$1,500 on the

interior. I am keen to sell the whole lot and will take anything over \$5,000.00. Joel Bottomley 0439 696 093 (Victoria - see pic)

Chrysler Regal CM front doors, complete with linings, good condition, Max Batters 8235 1780

1976 (?) Valiant sedan, white, needs paint, 4 litre motor (10,000 km since recon), new radiator, front end work done, \$1,500 ono, Stan Winchester 8251 2180

1977 Chrysler CL Regal sedan, air, dual fuel (SS 105 litre tank), 201,000 km, citrus yellow, vinyl top (no rust on roof), 99% rust free body, \$3,000 ono, Daryl 8349 6685

Chrysler CL S/Wagon, auto, blown motor \$150, Kevin 0428 858 919 [Mannum]

Peter Jackson is now trading as Old-Era Services. I am still making vintage sheet metal parts. I have a pattern for charger boot floors, complete with 1/4 fillers. Peter Jackson, 02 4572 5621, www.jackson-s.com/olderaservices

### WANTED

Three road wheels for 1925-29 Morris Cowley, Michael 8252 1381.

Instruments for Chrysler "Finer 70" lost in Pt Lincoln bush fire. Need speedo, clock, amp-meter, temp gauge, and electric fuel gauge. Doug Marchant 8684 5000

600x16" Olympic AirRide tyres in excellent condition, no retreads, Graham 8264 2261

1936-38 Dodge tail lights. Wayne 0408 829 605

Door lock and key to suit 1938 Chrysler C18, please contact Wayne on 08 8285 8072 or 0438 285 807

Parts for 1954 Dodge Kingsway Coronet: (1) NOS Steering box parts (tube and worm) or knowledge of where to obtain; (2) Used or NOS R/H/F top and bottom door hinges in good condition (same as Chrysler Royal 1957-60); (3) Used or NOS bumper bar overriders - must be in good condition and suitable for re-chroming (same as Chrysler Royal?); (4) Original - NOS or used fuel tank filler clamps (factory ones); (5) "Powerflite" drivers side rubber mat in good condition (mat around 30" X 35" wide) as original fitted to these cars (same as De Soto/Plymouth with automatic); (6) Left hand front door in very good condition - i.e no rust (same as Chrysler Royal 1957-60); (7) Bumper Bar Jack in working order; (8) Tools that came with the car from the factory; (9) Original Rear shock absorber as fitted to the car when new - "Monroe" or "Oriflow" brand - dated 1954-56 - this is written on the top of the shocker - NOS or in good condition - suitable for reconditioning. Original part no.s A1462818, A1465952, A1726606 or A11467119. Cash buyer!!! Laurence Delbridge (07) 3814 1242 or mobile 0409 703 386

250 ci KEW 6 cylinder motor, complete, prefer in going condition. Gary Hiscock 8575 1882

Vinyl for interior of 1970 Valiant VIP, navy blue buffalo hide with black speckle through it, any help in finding this appreciated. Please contact Kevin on 03 9795 6042

Traeger pedal radio set for display in Balaklava Museum - Alf Traeger grew up in Balaklava. Would appreciate donation. Norma Schopp 8862 1854



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