



**THE
CHRYSLER
COLLECTOR**

Number 161

November / December 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
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Treasurer:	Alan Driver, 4 Roberts Street, Brighton SA 5048	ah 8298 1194
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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	8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	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
-	Wayne Bartlett, 33 Todd Road, Para Hills 5096.....	ah 8285 8072
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 Coordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	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 web version of magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 13 January 2005. Corrections/amendments until Sunday 15 January 2005. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

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

COMING EVENTS

CLUB MEETINGS

8 November 2005

Push button automatics - Chris Howes

14 December 2005

Christmas Party

8 February 2006

Annual General Meeting

15 February 2006

Committee Meeting

8 March 2006

Emergency Services

CLUB RUNS / EVENTS

20 November 2005

CCC Run to NMM Birdwood

11 December 2005

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

22 January 2006

Ray Miels Memorial President's Breakfast Run

5 February 2006

Registration Day 10 am — 2 pm at CCC, Glandore

18 February 2005

Coffee Cruise

5 March 2005

Club Run to Power of the Past at Mt Barker

9 April 2005

Lawn Bowls at Pt Elliot—Dave and Gaye Aylett

INVITATION/OTHER CLUBS' EVENTS

26 November 2005

Norwood Christmas Pageant

27-30 January 2006

Mt Gambier Australia Day Long Weekend Tour

19 February 2006

All American Day

26 February 2006 (??)

All Chrysler Day

11-13 March 2006

PADARC Rally Pt Pirie (entries close 11 February 2006)

SWAP MEETS

12-13 November 2005

Bendigo Showgrounds

19 November 2005

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

15 January 2005

Hahndorf

24-26 February 2006

Ballarat

5 March 2006

Campbelltown

19 March 2006

Clare

Entry Forms etc

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

Membership Records

To all members,

Your membership record contains your name, address, current financial position, membership history, vehicles that you own, and there is also a provision for a notation if registration is Historic and the log book number applicable.

If any of these things change, the Records Officer is not psychic and does not know unless she is advised by the member **IN WRITING!** It is not the responsibility of the Historic Registrar to advise the Records Officer if you sell a car, buy a new one or get a new log book - **IT IS YOURS!**

As you are also aware, at the beginning of the club's financial year a Reminder Notice is included with your Magazine. This includes all of the above information that I have on file. If it has changed, or if it is incorrect, you can alter it on the Reminder Notice and your record will be adjusted accordingly when I

receive this back, after you pay your fees. This is also my record that you have paid, and if you do not bring it with you when you pay your fees, there is the possibility that something may go amiss between the Treasurer and the Records Officer.

In the issue of the magazine after this, you would receive a Second Reminder Notice if I haven't received notification of payment. If you do get one of these and you know you have paid, will you please check with the Treasurer to see if he has a record of your payment and then advise me. Do not just ignore it! If you do not do this, you will be regarded as unfinancial and won't receive any more magazines.

We endeavour to not make any mistakes but sometimes the impossible happens!

Judy Hart

Cover Photo

Ron and Patricia Hincks 1974 VJ Valiant 2 door, photographed at the 2004 Enfield Heritage Museum Run. Photo Richard Tapp

COMING EVENTS

CCC Run

Sunday, 20 November 2005

The Rover Car Club of SA Inc has the pleasure of hosting the 2005 bi-annual CCC Fun Run. This year we will be supporting the National Motor Museum, Birdwood in the celebration of their 40th Birthday coinciding with the date of our run.

The National Motor Museum is seeking vehicles from Clubs to be

displayed on the Museum grounds, giving all Clubs an opportunity to promote themselves with a Club display. Admission to the grounds is free, as is admission to the Museum.

We will meet at Carisbrooke Park on Main North Rd, Salisbury Heights (opposite the Old Spot Hotel) at 10:00 am for a 10:30 departure. Our route will be via

Gawler and the lower Barossa Valley to Birdwood, taking approximately 2 hours and avoiding any steep hills.

At Birdwood, we will meet up in the picnic grounds adjacent to the Museum for a BYO picnic lunch. Barbeque facilities and general amenities are available in the grounds.

Bob James 8370 9295

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
8449 7254*

Ray Miels Memorial Breakfast

Sunday 22 January 2006

Meet at the CCC clubrooms Clark Street Glandore at 7.00 am for a 7.30 am start. It will be a pleasant short drive to the destination and you may even feel "on show" but to whom at that time in the

morning?

The venue is lawned, has shade, access to at least 4 free electric BBQ's (or bring your own), some table settings, play equipment and toilets. This year the run sheet will be simple and hopefully there will

be enough of them, so get up early and enjoy!

Remember back into your parking area so that Richard Tapp can get a good photo of your car.

*Ken & Carole Barnes
8293 7923 or 0414 332 594*

2006 Registration Day

Sunday 5th February 2005

Club membership renewal is due in the new year.

Members with Conditional (Historic) Registration must renew their membership by 31 March

2006 at the latest.

On 5 February 2006 a sausage sizzle will be held at the club rooms at Glandore for Registration Day.

Bring your vehicles for a run, pay

your dues and have your log book and registration papers updated. See you there.

*Dave and Gaye Aylett
8381 9665*

Lawn Bowls at Pt Elliot

Sunday 9th April 2005

Join us for a drive to historic Pt Elliot, then take the opportunity

to try your hand at the art of lawn bowls with our local Pt Elliot members showing us the Dos and Don'ts of the game.

Further information to follow.

*Dave and Gaye Aylett
8381 9665*

FROM THE COMMITTEE

President's Message

September / October has been an exceptionally busy time for the CRC. In September a big group of members took their cars, some with tear drop caravans and King Dick and Queen Judy in the "Highway Palace", which again drew a lot of attention. What fun it was to hear their stories at the September meeting, well worth coming along to hear!

Then on 28 September came the CRC Cruising Classic event to historical Port Adelaide, which resulted in a donation to the Federation of Historic Motoring from the Port Adelaide / Enfield Council of \$500 and a successful event for the CRC. Laurie & Norma Robertson (new members) displayed their beautiful classic Dodge in the Rundle Mall for the CRC just prior to the Bay to Birdwood and did us proud at the same time enjoying themselves.

9 October saw 50 odd people with their cars at the Urlwin Park Agricultural Museum and Folk Museum at Balaklava. Some of the members are still searching for those strippers they were told would be there! Roy & Norma Schopp certainly did an A1 job on this event and if you have contact with any other car club it is well

worth recommending to them as an event.

At the time of writing this message more is yet to come; the campout at Bindamurra Station on 21-23 October and the Annual Dinner on 29 October.

After seeing the badges of the Maitland Club your committee asked Lorraine & Trevor Beythien to look at the possibility of procuring better name badges for members at a small personal cost. You will hear more about this later.

Wayne Bartlett has had to resign as Vice President due to extensive work commitments, which would hinder his time available to act as President in 2006/7. We will be looking for a replacement and maybe you would like to offer your services with the help from an excellent team of Past Presidents and committee members. Talk to me or any of the Past Presidents.

Already Christmas 2005 is looming and both Carole and myself wish you the blessings of Christmas and may you continue to enjoy historic motoring in 2006.

Ken Barnes

Secretary's Jottings

The last jottings I wrote about the feverish activity surrounding those members travelling to Alice Springs in preparing their cars for this trip to the National transport Museum.

A few days prior to this event I received a call from Gil Purdie asking would I be interested in travelling with him on the Maxwell to Alice Springs. Needless to say I did not say no!! I was sad that both Dennis and Malcolm were unable to make the trip, and but was happy to get the invite from Gil!!

What a great trip it turned out to be, ably organised by Queen Judy and King Dick. The Saturday morning departure was something not to be forgotten with the site of the historic vehicles arriving with the tear drop caravans in tow. It could only happen in the CRCASA! Totally brilliant!

For me, well I had it easy, with Gil preparing the car,

and packing it from top to bottom with not a spare bit of room anywhere as I was to learn over the next couple of weeks! Gil is an expert and a perfectionist when it comes to setting up and packing this mighty little Maxwell monster!

It was good to see Ross Bryant roll up in his Valiant, probably the most modern of the Historic vehicles to do the run. Graham Bailey rocked up in his 1933 Dodge with his restored/rebuilt tear drop caravan in tow. Attracting much interest were the vehicles of both Allan Martin and David May, complete with an assortment of portable camping equipment, with a couple of kids thrown in for good measure!

Regards for now, should catch up at the Annual Dinner - and special thanks to Gil for a great camping out trip!! Cled Davis is yet another unwritten story!

Ross F

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Judy Hart, Neill & Joan Wormald, Ken & Carole Barnes, Dave & Gaye Aylett, Ross Fleming, Wayne Bartlett, Bill Watson, Ashley Farrow, Ian Smale and Penrite Oil.

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

Richard Tapp

WEBSITE STATISTICS

	September 2005	October 2005
Visits	898	766
Pages	1978	1572
Megabytes	923	802

CLUB NEWS

Snippets

KERNEWEK SUCCESS

At this year's Kernewek Lowender, Noel Heinrich's 1927 Dodge Buckboard was awarded the RAA Special Interest Award, Lynton and Helene Parker's 1937 Dodge ute was awarded the Best Commercial Vehicle.

FEDERATION WEBSITE

The Federation of Historic Motoring

Clubs SA now has a web site: www.fhmcsa.org.au/

They have also launched a forum with topics including Historic registration, Buy/Sell/Swap and Technical services.

Richard Tapp

“CARING FOR YOUR DODGE”

I remembers a customer with a 1966

“Flight Deck” Dodge, which early in its life was forced off the road (by a Ford) and through a brick wall. There were bricks everywhere, on the front seat, imagine the damage!

The driver's wife climbed over the bricks and out the driver's door. When he asked why she didn't use her door, she replied “I didn't want to scratch the paint”.

Ken Griffiths

Sticky beak Sheet — The Berminghams

Member's Name and Car or Cars

Bob & Donna Bermingham are the proud owners of a 1962 "S" Series Valiant

What led to your interest in the Chrysler product?

In the late 60's my brother and I were involved in racing Modified Sprint cars at Rowley Park Speedway. We successfully used and raced the slant six motor (in an upright position). We were later given the #4 Bathurst 265 hemi motor by Chrysler Australia.

How did you find out about the club?

Via Wayne Bartlett

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

Yes, unfortunately, (only joking) I met some of the Valiant guys at Wayne & Marianne's 2003 New Years Eve BBQ.

What year did you join?

I joined in the year 2003.

What came first - the car or the club?

The cars. First the red one in Sept 02 and my current car in Nov 02

Where and how did you find your car?

Wayne found them both when he was on one of his company trips to the South East.

Did it need restoration or was it already done?

The first one turned out to be a lemon but I put that down to us not looking at it properly and lack of knowledge. The second one was drivable and Wayne drove it back from Naracoorte for me and I love it.

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

Yes, the Valiant boys had some initial input.

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

The red one could have been a disaster however John Moore wanted to make an "S" Series utility and took it off my hands for what it owed me.

Do you enjoy going to club meetings? Why?

Yes, I really look forward to all the club meetings. We usually go out for dinner before the meetings to catch up on things and then go to the club.

What is your ambition in the club?

I would like to take up a position on the committee one day. I enjoy the club in total and believe I have a genuine input to offer.

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

I'm sure I have a couple but; I may offend the person in question!!!!

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?

I'm not really a great swap meet person, however, I do like to look for bargains on EBay and either keep or resell.

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

Obviously meeting and making new friends is so important to me and my family. I like how the club is family

orientated and it's more like a family gathering each time we meet. The club runs are so enjoyable and each one is like a new adventure. I can't wait to go on one of the longer saunters.

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

I enjoy the time I spend with my family and friends and intend to go on as many club runs as I can. After organising my first club run I can't wait to do another one.

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?

It wasn't his idea to buy a car; it was mine to give him an interest. *[I suspect inquiries about whether Donna has a twin sister will be forthcoming - Ed]*

Has his effort been worth it?

Yes. *[There she goes again - Ed]*

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

No, never!!! *[She even knows what eBay is! - Ed]*

Any other information that you may like to share?

I enjoy the club runs and meeting people, but I'm not sure about the meetings.

Bob (~.~) & Donna ((.*))*

Collected by Wayne Bartlett (as have been others where I sometimes omitted acknowledgement - Ed)

PAST EVENTS

CRCASA Cruising Classics run to Pt Adelaide

Wed, 28 September 2005

The run was designed to be leisurely, without pressure or “herding” with a choice of museum and where to eat.

The weather forecast was horrendous but on the day the weather was perfect. Rae & Noel Cowie helped at the CCC clubrooms and we had the 47 people on the road at 9.30 am with Dave & Gay Aylett out front acting as “Wooden Duck”.

The route was via the esplanade wherever possible from Glenelg to Semaphore, where we stopped for morning tea in the under cover beach side shelter. Neill Wormald and Trevor Beythien directed the cars off road and around the clock tower on the foreshore.

Joan Wormald, Lorraine Beythien and Carole Barnes had morning tea prepared and ready to go and it was noted that there were table clothes and flowers on the tables with plenty of muffins, fresh fruit and tea & coffee. The Chairman of the Cruising Classics John Carter said the morning tea was one of the best -excellent!

People stood in the sunshine



having their morning tea, even though there were plenty of seats available, surrounded by BMWs, MGs, Morrises, Wolseleys and of course the Chrysler stable, which included Trevor Browne’s son Tim’s Dodge Fury on its first post restoration run.

Then Dave Aylett guided his flock to the National Railway Museum car park where it was impossible to find a park but the staff opened the rear of their property to provide parking.

Some people then went on an hour walking tour of the precinct and found it very interesting —

in fact the entire tour could not be finished.

People then had lunch, we went with a group for lunch and salad bar for \$7 with a return of \$2 for pokies — well worth the money if you could be like Ross Fleming and win on the pokies.

You could go to the State Maritime Museum or the National Railway Museum and by 4.00 pm most people had gone as the predicted foul weather was arriving.

CRC was very fortunate because both museums gave a rebate and morning tea resulted in a profit. The Federation of Historic Motoring also received a donation of \$500 from the Port Adelaide & Enfield Council.

It was a good day all round, well done by a good band of willing and thoughtful helpers.

Ken & Carole Barnes

(Photos: Ken Barnes)



PAST EVENTS

Run to Urlwin Park, Balaklava

9 October 2005

Norma & Roy Schopp organized a run to Urlwin Park Agricultural Museum and Folk Museum at Balaklava, their home town for 36 years.

Both Roy & Norma are on the Balaklava Historical Committee and they have been hands on with the presentation of the displays.

The day before had been wet weather with rain for most of the day in Adelaide and Balaklava but Sunday was a brilliant sunny day, no wind, just perfect for a drive to Balaklava, through some of the States best farming land and with spring flowering of wattle on the roadside.

There were 50 or so people at the Museums. Most had met at the White Horse Inn Bolivar and collected their run sheet. Others like Phil & Rhonda Klemm and son from Brinkworth, who do not have the opportunity to attend most runs were also able to come.

When we arrived at Urlwin Park we were parked in the grounds of

the Museum where most people had a cuppa and a natter. We were then left to wander around the exhibits.

Yours truly went in search of the "strippers" as advertised but sadly found them to be not the kind that take their cloths off.

After a time we all got together for lunch and sat around in the sun or shade, while Norma told us the history of both museums. Norma said Urlwin park was bequeathed to the National Trust and later placed under the control and supervision of the local historical society, who have done a marvellous job in displaying tractors, horse carts & wagons, farm machinery, windmills and a corduroy road as well as memorabilia in the folk museum.

The museums have to fund themselves and to do this the volunteers even plant a crop of export hay, do catering for the Balaklava race meetings and other social events in the town as well as opening the museums for a combined admission fee of \$3

p.p.

The Folk Museum, now the oldest building in the town was originally a church, a school and has been purchased by the local council to display a wealth of exhibits. Roy told the writer that Balaklava in the early days was where engineering shops, agricultural machine shops and blacksmith shops were located mainly because it was central to towns such as Port Wakefield, Mallala, Clare, Brinkworth, Owen and other towns.

Balaklava began as a stop over place for the bullock wagons en route to towns north, the first building being a pub. Because industry had begun in Balaklava a lot of the farming equipment and windmills had originally been made in the town.

Roy has set himself a challenge to get a 1927 "monster" tractor in running order; he now has the magneto and some other parts to get it going. The exhibits in both museums were clean, well cared for and with plenty of detailed information and you could take your own time and as Norma said "it is not a half hour job"

Everyone enjoyed themselves, in a very relaxed way, as they went through the two museums, which are some 400 metres apart.

On the way home many stopped to view the 2001 100 years of Federation Commemorative wall depicting in mosaic the life of the town over the 100 years.

Well done Norma & Roy and thank you for asking us to your town.

Ken Barnes

(Photo: Ken Barnes)



PAST EVENTS

2005 HETNR National Rally

Four of our members, Doug & Yvonne Sweetman and Bill & Joy Watson, attended the 23rd HETNR National Rally organised by the Hudson Essex Terraplane Car Club of Victoria, held from 24 to 30 September, 2005.

The Hudson-AMC Club of Australia (formerly the Hudson Essex Terraplane Nash & Rambler Club of NSW), the Hudson Essex Terraplane Nash & Rambler Register of Queensland, and the Hudson Essex Terraplane Nash & Rambler Owners' Group SA (to which the Sweetmans and Watsons belong) were represented together with members from Tasmania and New Zealand - a record number of territories.

Brian Walsh, who has attended a couple of CRCA meetings recently and is a member of the HETNROGSA, was also there with his wife Rosemary in their 1950 Hudson Super Six.

Some 63 vehicles and 129 people came along. Thirty of the cars were Hudsons, ten Essexes, eight Terraplanes, three Ramblers (late model), and only two Nashes: Doug and Yvonne's recently restored 1929 Standard 6 sedan and Bill and Joy's 1937 Ambassador 6 sedan.

The Sweetmans, Watsons and Walshes each drove about 550 miles to the rally, Doug and Yvonne towing a camper van behind their Nash. The '29 cruised at about 40 mph while the '37 maintained an easy 50 mph or so. Don't know what mileage the '29 achieved, but the '37 managed 22.5 mpg - the best she's ever done on a trip. Must be that new fangdangled unleaded fuel, plus lead-substitute additive!

Touring around Echuca revealed some interesting places to visit, including museums, a wildlife park, the amazing Great Aussie Beer Shed, wineries, an old-style movie theatre, a trip on board a miniature railway train, and a

short voyage on a steam-driven paddleboat on the river.

In Echuca's Historical Society Museum, full of fascinating photographs, I spied a picture of a 1938 Nash military ambulance. Following a wartime appeal by the RACV, the townspeople had donated the ambulance to the AIF in 1940 and it saw action in North Africa before being destroyed by enemy bombs at Tobruk on 28 August 1941.

A brass plate commemorating the ambulance's donation was recovered by the driver, Corporal Gibbs, and returned to Echuca Borough Council "as a memento of their patriotic effort".

Other museums visited were a privately-owned military museum in a reconstructed 1883 church with an adjoining winery (not bad, but not as good as others we've seen), Raverty's Motor Museum which contained a few restored vehicles and



PAST EVENTS

2005 HETNR National Rally (ctd)

many unrestored - mostly American, including a 1939 Dodge, but no Nashes or Hudsons - and the National Holden Museum which is custodian to pristine examples of GM's "Australia's own car" from 1948 onwards.

On the way to the rally, we had also seen the Flying Boat Museum at Lake Boga, on the site of a secret World War II Catalina repair base.

The rally ended with the presentation dinner, during which an interesting talk was delivered by a local historian. No "concoors" judging of cars happens at these rallies, but several written quizzes were conducted - including a crossword, the answers to which consisted of historic car names, which your reporter managed to win! Everyone came away with at least one prize.

Our (the Watsons) biggest adventure occurred on the way home. We had decided to avoid the freeway and take the shorter road to the north-eastern suburbs.

Approaching the metropolis of Palmer, Joy and I began to detect the odour of burning rubber, so turned the engine off, pulled over and lifted the bonnet. Dark smoke was rising from the back

of the engine and I gingerly undid the oil filler - to be confronted by more black smoke.

I called the RAA for a tow home, with great difficulty - we were in a mobile phone "dead"

zone, but got through eventually and we went to the local hotel for our evening meal (we should have been home before dark, but that wasn't going to happen). After a while a tilt truck appeared and loaded the Nash.

Our daughter's modern car arrived and whisked Joy off home. By this time it was dark. I hopped into the truck with the driver and off we went - through the pitch black country night along the twisty undulating road towards Adelaide.

We chatted about old cars, etc., as we wheeled around the snaking bends. Suddenly all was black - couldn't see a thing! The driver said "S...!" and slammed on the brakes. Finding the four-way flasher emergency light switch, he eased to the side of the road and produced a torch with which he started to check the fuse-box. "It's done this



before," he said, comfortingly.

Luckily, the box was in the dashboard top. Not a blown fuse, though, but the whole fuse-box had dislodged and disconnected itself! Back in place, we had lights and on we went.

Anyway, a check of the Nash by a mechanic friend and myself can find no reason for the black smoke. She's running as normally as she did before. One of life's mysteries - perhaps she just objected to being driven so far and thought a rest was overdue!

The 24th HETNR National Rally will be held in Toowoomba, Queensland, in September 2007. Don't think we'll drive the Nash that far.

Bill Watson

(Photos: Bill Watson)



PAST EVENTS

Lincoln Auto Club 2005 Quadrennial Rally

1-3 October 2005

The 'Cruising Classics' calendar this year included the 2005 Quadrennial Rally at Port Lincoln run by the Lincoln Auto Club. We usually try to attend some of the Cruising Classic runs, but this year was difficult mid week, so Margaret and I decided to take a week's leave and tow our small camper over to Lincoln and attend the long weekend rally.

We left on Thursday morning at 10.00 am and had morning tea near Pt Germaine, bought fuel at Pt Augusta and spent the night at Whyalla. This was convenient as we had a friend in hospital there. We could visit and meant an easy day down to Lincoln the next day. The Foreshore Caravan Park was excellent.

Once at Lincoln we checked in at Kirton Point Caravan Park and relaxed. Registration was 11 am on Saturday morning at the Port Lincoln Yacht Club on Tasman Tce. with a static display on the lawns right on the foreshore; a

great setting for a variety of high quality cars and wonderful turnout by the Townsfolk and Tourists.

After the official opening, we all did a city tour in the cars. A novel idea was that at the finish of the tour, a raffle number was drawn for a worthwhile gift – meaning instructions had to be followed and all participants that did the whole tour entered in the draw.

At 5.30 pm a magnificent seafood BBQ commenced at the Boston Bay Winery. The venue gives the view over the bay and there was a bus pickup to and from. The meal had everything from fresh oysters to four types of fish – marinated or plain – including prawns, fresh and cooked. The staff of the winery and committee excelled.

Sunday started at 8.30 am for optional tours. There was a boat



cruise to a Boston Bay fish farm or a bus tour of Cathedral Rocks Wind Farm. We took the later as it was on private property and the only opportunity to have a conducted tour of this new facility and a great coup by the club getting the chance for us.

It lived up to expectation in every way, with even the added bonus of going on to Sleaford Bay for a look, and by chance, seeing a large pod of dolphins surfing and frolicking in the crystal clear waters.

Then it was back to the Yacht Club, pick up the cars and off to Coffin Bay for a tour of a yabbie and marron farm and lunch. Another winner.

The Port Lincoln Yacht Club was the venue for the pre-dinner drinks and presentation dinner including trophy presentation – another great night.

Monday morning saw us returning to the foreshore and



PAST EVENTS

Lincoln Auto Club 2005 Quadrennial Rally (ctd)

farewell breakfast cooked on the club's trailer BBQ and use of the Port Lincoln Yacht Club facilities.

There were goodbyes to newfound friends and acquaintances from our Pt Pirie and Broken Hill trips and we headed for Tumby Bay visiting friends for lunch and Arno Bay for a few days. From there we stayed at Pt. Pirie overnight and travelling through Pt Broughton, Moonta and Minlaton we camped at Corny Point for three days and arrived home on the Sunday ready for work Monday.

I would recommend the Rally to any Club member. As with most country clubs they share annual events around the different towns. This year being at Lincoln gave us the opportunity to see the results of the devastating "Black Tuesday" bushfire and talk to the townsfolk about the consequences; also hear first hand the continued work and support needed.

The program was not too hectic

but days full of activity and interest with opportunity to take in a few of Port Lincoln varied attractions not necessarily offered to the tourist.

The entries listed numbered 58 including some motorbikes, plus cars showing up for display totalling around 80. Cars ranged from a 1924 Dodge Tourer and 1924 Ford T to mid '70s Holdens and Fords.

There was even some scale cars built up with lawnmower and motorbike engines that you could ride on. These were of great interest to children and adults. I have not seen anything quite like them. Security was provided for our cars when they were unattended by Naval Reserve Cadets.

The Dodge went without a hitch over the 1,764 kms. Towing it returned 18.6 mpg cruising at a modest 72 – 78 Kph. It was a good run and something for club members to consider in the future.

It was just a shame that not more took advantage of the Cruising

Classics calendar. Keep an eye out for it next year.

The Lincoln Auto Club are very friendly and mentioned meeting members from CRC at functions previously and said how friendly we are and the high standard of our magazine, which prompted me to do this article.

Ashley Farrow

(Photos by Ken Lindsay)



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.

PAST EVENTS

2005 Bay to Birdwood Classic

Right: Club member GS Dhami's 1969 VF Valiant utility was a concours entrant.



Left: P Allchurch's 1970 VG Valiant Regal coupe.



Right: Club member Mark Holt with his 1959 Dodge 108 panel van

PAST EVENTS

2005 Bay to Birdwood Classic (ctd)

Right: Club member S Croser's 1969 Chrysler VIP



Left: Club members ETSA Past Employee Association's 1967 Dodge AT4 line truck



Right: R Picariello's 1969 Dodge Charger "General Lee"



Left: Club member Janice Emmerson's 1960 Chrysler New Yorker coupe, a magnificent Mopar muscle-mobile



All photos Richard Tapp

OUR MOTORING HERITAGE

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TECHNICAL FORUM

One Horsepower per Cubic Inch

Reproduced with permission from the September 2005 Newsletter of the Vancouver Island Region, WPC Club.

THE REAL STORY

“De Soto won the battle, but lost the publicity war”

Chevrolet people delight in telling others that the '57 Chevy was the first production car to achieve the magical one horsepower per cubic inch displacement.

Even Chevrolet's advertising stated this. This, in fact is an utter untruth.

The 1956 Chrysler 300-B (bottom photo - foreground) was, in actual fact, the first car to achieve this remarkable milestone, ONE YEAR prior to the 1957 Chevrolet. The 300-B could be ordered with the optional 355 HP, 354 CID Hemi engine. Note that the horsepower is one more than the cubic inch displacement. It was billed as “America's Most Powerful Car for 1956”, and rightly so.

So much for the Chevy's little 283 CID with 283 HP one year later. There was nothing like the brute-force of a 1956 Chrysler 300-B.

When it comes down to the nitty-gritty, Chevrolet was not the only car in the model year 1957 to offer one HP per cubic inch. The 1957 De

Soto Adventurer (2 photos right) also achieved this milestone with it's 345 CID, 345 HP Hemi engine.

And this was actually the standard engine for this model, not optional like the Chevrolet engine, or for that matter the Chrysler 300-B 355 HP engine from the year before.

The 1957 De Soto owner's manual stated “One horsepower per cubic

inch of displacement is a goal never before achieved in a standard equipment production car engine”.

Of course one had to pay for the prestige of a Chrysler or De Soto. The 1957 De Soto Adventurer started at around \$4,000.00, not a small price to pay for a new car in 1957.

Ian Smale



TECHNICAL FORUM

The Rise and Fall of Castor Oil

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Penrite Vintage, Veteran and Classic Tech Note Number V-3

CASTOR ANGLES: THE RISE AND FALL OF CASTOR OIL

In its heyday, castor oil was the best engine lubricant money could buy. Not only was it used in engines, it was also recommended as a gear and transmission oil.

The smell of burnt castor oil was regarded by those in the motor racing fraternity as the best smell in the world, outstripping many of the famous fragrance manufacturers searching for that alluring smell that would attract man to woman, only here it was attracting men to motor sport.

The early years at the birthplace of British motor sport must have been alive not only with "the right crowd and no crowding" but also the wonderful smell of castor in the air as man and machine did battle for hours on end hauling cars large and small around the concrete saucer known as Brooklands.

But what was the situation like back then in terms of lubricants? Early motoring footage taken at race meetings such as "Brooklands" inevitably shows the race winner, his once white overalls completely stained with oil, and the outline of his goggles upon a weary darkened face, shows that leakage and excessive oil consumption was certainly par for the course in those days, the oil itself little more than crude.

Lubricants back then was of a very poor quality. They were produced directly from the distillation unit, and their physical characteristics depended very much on the type of crude oil used.

As a generalisation, lubricants of old would have been of a high viscosity, very waxy and have very poor low temperature characteristics.

With the exception of those produced from Pennsylvanian crudes they had low viscosity indices and high pour points, ie very heavy at low temperatures and very thin at high temperatures.

With these conditions, great care was required in warming the engine or more importantly the oil before full revs could be achieved. Great care was also required in keeping a constant eye on the oil pressure gauge, a reading too high signalling low flow rates due to excessive thickness of the oil. It was said that the riding mechanics role was "not a happy one."

Pennsylvania light crude oil provided lubricants with good high viscosity characteristics and good low temperature performance levels, and soon developed a reputation and the often quoted comment that "Pennsylvanian crude is the best in the world."

Aviation like motoring was also in its infancy and again "Brooklands" was Mecca with companies such as Sopwith and Avro setting up hangers, building aircraft and constantly setting records of powered flight.

Lubricants again played an important part as most of the aero engines used, were largely based on small car engines being in-line four cylinder units, or in some cases V-engined.

With the outbreak of war in 1914,

great strides were made in aero engine design. Largely to save weight and space, the radial aero engine was designed and built by such companies as Clerget, Gnome, Rhone and Bentley. Being a radial engine by design, these engines relied on oil to be splashed around the crank-chamber and removed via the exhausts. Of course no sumps were accommodated in this design.

To this end castor oil or bean oil was primarily developed for this application. Due to the torturous nature of the rotary engines induction system, plus the need for the oil not to mix with the fuel, castor based oils were the only products used in this design type. It was during this era that the castor cult started.

Whether it was the smell or one had to be seen using something new, the cult of castor quickly gathered momentum in the world of motor car racing, but almost from the word "go" its use in conventional motor car engines was plagued with problems.

On the positive side, it was reported that castor based oils ran cooler. It was an old adage that castor had the ability to leach heat away from hot metal. Technically, castor based products are more polar, having a greater attraction to metal, than mineral oils, and improved heat transfer from highly loaded areas. This polarity also improved oil film load carrying ability and these beneficial features could not be matched by the straight mineral oils then available.

On the negative side there was a problem with excessive gum deposits resulting in almost continual oil changes, whilst also sharing the same problem encountered with mineral oils that being high viscosity at low

TECHNICAL FORUM

The Rise and Fall of Castor Oil (ctd)

temperatures and a very rapid drop of viscosity as temperatures increased.

The problem of excessive gum deposits due largely to very poor oxidation stability was not an issue with radial aero engines, as in their case having a total loss oiling system the oil never had the opportunity of gumming up. Alexander Duckham, of Duckham Oils fame, in 1912 carried out tests whereby he measured carbon deposits on pistons after 1,000 miles using six different oils one of which was castor. The results showed quite definitely that castor oil produced the greatest amount of deposits and in his summing up states "that in my opinion castor oil can only be used in fixed cylinders with impunity for short distances and then with repeated cleaning between runs."

Duckham's testing and his subsequent report was soon followed up by Messrs C.C. Wakefields response and subsequent article on their testing using a blend of castor and mineral oil combined.

"It is obviously desirable to employ a lubricant which will withstand the maximum pressure, rather than rely upon one which will maintain the surfaces apart. Exposed to heat, castor oil polymerises, that is to say, the molecules combine together and form larger ones resulting in the soft deposit found when using castor oil. Now if a wedge be placed between these molecules in the shape of a mineral oil molecule, the tendency to polymerise must of course be reduced and therefore the soft deposit be more or less eliminated.

To retain in a lubricant the acknowledged virtues of castor oil without its defects was a problem we set ourselves to solve, and by

much research work were at last successful. This was brought about by blending a castor oil of great purity with a special grade of mineral oil. Normally, castor oil will not mix with a mineral oil, but the difficulties were finally overcome and the result. "Castrol" was an achievement due entirely to our research department, and what had been considered an impossibility became an accomplished fact..."

Extensive field testing was carried out by Wakefields who had engaged the services of one Louis Coatalen and his massive Sunbeam who at the time had been setting endurance records, and with his successes plus the Wakefields publicity machine the new brand of castor oil named "Castrol" was about to change the face of motor sport.

With the introduction of superchargers, power output increased which also led to engine temperatures increasing which had a significant bearing on oil viscosity.

In the 1920s typical maximum bulk oil temperature was about 100-120°F (40-50°C). This was increased in the 1930s to 120-150°F (50-60°C). As temperature increases, oil viscosity decreases and for a typical mid 1930s SAE 40 engine oil the viscosity drops dramatically as the temperature is increased from 45°C to 60°C (from 300cst down to 100cst).

Not surprisingly oil coolers became widespread in competition engines.

The oil pressure gauge became the second most important instrument to the competitive driver, a pressure too high or too low spelling imminent disaster.

As mentioned earlier, oil consumption was a major problem both in car and aero engines, and

footage of pit stops in most cases shows large quantities of oil being added to the engine. External quick release filler caps made the job a lot easier, along with oil sight gauges.

A typical competition engine in the 1930s would be a classical twin overhead camshaft layout, either normally aspirated or supercharged. It would be tuned to run on pure methanol or a methanol/petrol mixture, warmed up on soft plugs and changed over to hot plugs for the race. Hot plugs do not like being hit by slugs of oil.

One of the major sources of oil consumption in a twin OHC engine is down the valve guides. The overhead cam area is flooded with oil to ensure adequate lubrication. Due to its proximity to exhaust valves and the combustion chamber, this oil is very hot and thin.

Excessive valve stem clearances together with periods of high vacuum or negative boost in the intake manifold draws oil from the camshaft area onto the back of the inlet valve. This can be seen when cars accelerate out of a corner blowing considerably more smoke than when entering.

When investigating spark plug oiling in an alcohol fuelled engine, it was noticed that the problem diminished if castor based, not mineral, was used. The castor oil mixes with the alcohol and burns in the combustion chamber. Mineral oil does not mix with the fuel and plug fouling results.

In the 1930s castor based lubricants could not be matched by the unsophisticated mineral oils of the time. Despite relatively poor viscosity characteristics, considerable problems with deposit formation and minimal life both in

TECHNICAL FORUM

The Rise and Fall of Castor Oil (ctd)

and out of the engine it did a first class job. The formulation undoubtedly kept many engines running which would have failed if filled with a mineral oil.

When restoring and running a car from the castor based oil era, there is still a belief that despite the fact that during restoration the latest 1990s style materials have been used, the engine will only run satisfactorily on 1930 type lubricants. This is a common fallacy and not supported by facts.

There is nothing fundamentally wrong in using 1930 style lubricants in a 1930 designed engine, provided you don't mind having all the problems experienced in 1930.

Castor based lubrication technology is superseded. Since the mid 1950s virtually all racing engine lubricants have been based on mineral oil formulations. The major source of so-called synthetic oil is from crude.

So what are the advantages and disadvantages of using modern mineral or mineral/synthetic based engine oils in pre-world war two racing engines?

Modern engine lubricants have two major advantages over the old 1930 mineral or castor formulations.

Viscosity Characteristics.

Due to the developments of refinery techniques, modern base oils have greatly improved low temperature fluidity. The rate of viscosity change against increasing temperature known as the viscosity index has also been improved but both ends of the viscosity/temperature curve can be manipulated by the use of chemical based additives.

Modern Additive Treatments.

As mentioned above, additives can improve the viscosity characteristics of engine oils. The low temperature end can be improved by "pour point depressants" which improve the pumpability of the oil at temperatures lower than 40°F (50°C). The viscosity of a base oil prepared with modern refinery techniques is far superior to the mineral base oil of the 30s and can further be improved with viscosity index (VI) improvers which are used to make multigrade engine oils.

When multigrade oils were first introduced in the 1950s, there was a well known statement that "you can't make a multigrade racing oil. Considering the state of the art and the type of chemical VI improvers used then, it was a true statement.

Today's technology can however, produce a full range of multigrade oils suitable for every application. Before the correct choice can be made, the viscosity requirement and operating temperature of the engine must be checked against the viscosity provided by the lubricant. For example, a 15W-/40 would be unsuitable for an engine originally designed to use an SAE 50 and operating at 50°C. At this temperature the multigrade in question would be equivalent to a very light 30 grade.

Improved control of viscosity means many things to the driver. The fastidious warming up of the engine is no longer critical although care must be taken not to overload the pump drive gears.

The problem of slowly diminishing oil pressure as the temperature rises has been virtually eliminated. Oil consumption can be dramatically reduced and is critical in long distance or racing work.

This improved control of viscosity

at high temperatures reduces the amount of oil leaking past the valve guides, into the combustion chamber and subsequently oiling the plugs.

This will be significant using either alcohol or petrol but does raise the next point quoted by some enthusiasts that "you must use a castor based oil when using alcohol. This may have been true in the vintage era but with the use of modern high VI oils, valve stem oil seals and better machining tolerances the amount of oil entering the intake manifold can be substantially reduced.

Spark plugs have dramatically improved over the past 40 years and the oiling of plugs is now almost a thing of the past. Whilst alcohol fuels are still being used in the US, castor based oils have not been used for years.

When using castor based oils in methanol fuelled engines the oil readily mixes with the fuel. Over rich mixtures not only result in excessive fuel dilution but also tend to wash the oil film from the cylinder walls resulting in a rapid increase in piston ring wear.

Mineral oils do not have this problem, as alcohol cannot wash away the protective oil film. However a mixture of mineral and alcohol looks messy but the problem is only cosmetic, it still lubricates.

It has been claimed that a methanol/castor mixture would be a safer lubricant than a combination of mineral oil and methanol, as it would be possible in the latter for slugs of fuel to be pumped into highly loaded areas resulting in drastic wear.

This will not occur as the quantity of alcohol in the sump is small and the crankshaft and oil pump ensure

TECHNICAL FORUM

The Rise and Fall of Castor Oil (ctd)

that 100% mechanical mixing occurs and the fuel droplet size is therefore minimal. If such a problem could exist with alcohol/mineral mixtures then similar occurrences should happen with gasoline/castor but no one has yet to complain of this.

Another disadvantage with castor based lubricants is that modern chemical additive systems cannot be blended with them. All modern mineral oils are treated with anti-wear agents such as zinc dithiophosphate (ZDP) which dramatically reduces problems in the camshaft/cam follower high load area when compared with a non-zinc containing "synthetic" oil

as proven in used oil analysis tests. As earlier mentioned, castor is highly polar, but the film strength or load carrying capacity is much lower than a mineral oil treated with ZDP. Modern motor oils, with their vastly improved viscosity and anti-wear characteristics, will extend engine life to a marked degree. Competition engines of the 1920s and 30s had to be rebuilt at least once a year. The current combination of better materials, improved lubricants, oil and air filtration makes such annual rebuilds a thing of the past.

Mineral oils can be treated with

dispersants and detergents, anti-rust agents, oxidation inhibitors, antifoam agents and corrosion inhibitors to improve internal engine cleanliness. None of these additives can damage components used in classic or vintage engines.

To summarise, the castor based material gave the best lubrication in its day. However, it is now a dated and long since superseded technology. Its use, although traditional, should no longer be contemplated. The only thing that castor can do that a mineral oil cant is to make the right smell in the exhaust!

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1924 Dodge brothers motor and gearbox with fan, water pump and starter generator. Engine number A293-313. Also diff, front axle and all steering gear. David Baulderstone 8382 9862

Mid 20s Dodge 4 roadster, good for restoration project, vehicle is actually running. David Christie 8667 5276 (Wilmington)

Dodge 4 parts, 12V horn in good condition, gearbox mounted air compressor, tourer hood iron clamp (1 pair and 2 odds), 3 headlight lenses (CDD brand #14933), Indian head DB oil gauge and speedo (black face), oil filler neck, type B tail light with repro plastic lens, starter switch, 2 alloy kick plates, good radiator surround (no holes), 1 set 20" disc wheels, 1 set 21" disc wheels, 1 set hubs to suit above, fast four front and rear axle with springs. Bob Barnard 0421 058 091 (Lobethal)

1935 Airstream C6, two owners, always garaged, excellent mechanical condition, partly dismantled, complete and fully original restoration kit, including tools and manual. Value unknown, offers welcomed. Tim Wynn Jones (02) 9746 6100



1937 Dodge D5 sedan, burgundy, original condition, 6 cylinder, 216 ci side valve, 3 speed manual, reliable and runs well. Bought about 10 years ago from a family who restored it, I have fitted new radiator, 12 Volt electrics, halogen headlamp inserts, electric fuel pump and overhauled carb.

Chris Halabut (03) 9737 0957 (photo)

56 De Soto, goes well, a good restorer, seats redone, needs paint, very little rust, not needing a lot to bring it back to glory, been in family 24 years, asking \$8,500 John 03 6423 4505 (Tasmania)



1959 Rare Dodge Suburban 2 door station wagon, export model, Regent trim, 318 poly, Powerflite transmission, restored 22 years ago but still in excellent condition, Canadian built, imported to Australia brand new in 1959. Still has first black and white number plates. Andrew 0409 098 359.



S series Valiant body \$100 Graham 0405 025 306

1965 AP6 Valiant sedan, white, VGC (no rust), V* (rebuilt 3 years ago), power boosted disk brake front end (overhauled 1 year ago), auto, extractors, recon carb, hardened valves (suit LPG, 75% new wiring, front bench seat with fold down centre arm rest, wide rims, spot lights, new boot carpet, tow bar, stereo, reg in NSW, \$6,500 Izzac Guttenberg (02) 9502 2108 (Kingsgrove NSW)

1966 AP6 Valiant utility, one owner, original, drive away, original plates [SA 593-740], selling for female family member who would like her car to go to a nice home. Ashley Angel 8296 1255



2 x VG and 1 x VH Valiant workshop manuals. Phil Stacey 8298 5957

1980 Sigma give away (Trevor Beythien for details) Barbara 8261 4262

1981 CM Valiant Wagon, 265 ELB, electric tailgate, 330,000 km, 200,000 since last engine rebuild, standard Police transmission, Philip Snook

valiant@box.net.au

4 of 195 x 70 x 14 radial ply tyres as new \$45 each Brian 8327 1993

WANTED

Starter motor windings (or whole starter motor) for 1924(?) Maxwell, restoration virtually complete, Ady Colwill adythefwindow@aol.com (UK) (Editor has photos of car to match model, if relevant)

Locking bead for 18" wheel to suit 1926 Chrysler, Brian Walsh 8391 0118

Distributor parts and information for Reo Speed Wagon 2 ton, believed to be the same as Dodge Six 1927 - 1930, being model TU type 10822. Jim Craig 8522 1055

DA Dodge steering tube, must have complete thread for steering wheel lock nut. Ross Fleming 8356 9391

1929 Chrysler 75 fuel tank unit (1928 or 1930 may be suitable) Brian Verrall (0428 390 236)

1935 Plymouth engine - David Christie 8356 9391

Six volt coil and generator to suit 1938 Chrysler (for spares). Wayne Bartlett 8285 8072

1938 Dodge D8 OS headlight lens. Trevor Way 8251 1228

Information about availability of Rycos R431P oil filter alternatives. Rycos advise that they no longer manufacture the R431P oil filter that suits 1952 P23 Plymouth. The Rycos helpline cross references the R431P to a "Purolator MF29B", listed as available in Canada. Bob Freeman, the Rambler parts supplier (ph 8262 1848), has cross referenced the R431P to a "Wix 51148" which he was able to supply at \$63.59. If you are aware of other sources, please advise Jamie Butler, 8252 7318. [www.fleetfilter.com list the Wix 51148 at US\$3.14 ea in a carton of 12 - Ed]

External door handles and fuel tank float assembly for 1957 AP1 Chrysler Royal. Chris Howes 8165 3971

TorqueFlite badge AP5 style, boot badge for VC ute. Wayne 8285 8072

VF or VG Valiant bonnet. Ben Walsh [walsh123@hotmail.com]

Just purchased a Dodge AT4 353. Looking for information and fellow AT4 owners. David Jolly [wallieau@yahoo.com.au]

VJ / VK Valiant front end sheet metal, including bumper bar. Chip Thomas 0408 827 970

Suggestions for how put vent windows into CL Charger doors. David [brayshae@mcmmedia.com.au]

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