



THE
CHRYSLER
COLLECTOR

Number 163

March / April 2006

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:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice 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
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Assistant Librarian:	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109.....	ah 8258 5264
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:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
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
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
Committee:	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016	ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158	ah 8381 1501
-	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
-	Maurice Emmerson, Summit Road, Nairne 5252	8388 6002
-	Bob Birmingham, 7 Hermitage Court, Burton 5110	8280 9904
-	Sandy Martin, 14 Tyson Street, Ashford 5035	8297 8476
-	Brian Miles, 40 Kym street,, Port Noarlunga South 5167	8327 1993
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
<i>South:</i>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
<i>Central:</i>	Ross Bryant, 12 Alma Street, Panorama 5041.....	8277 8220
<i>Central:</i>	Wayne Bartlett, 33 Todd Road, Para Hills 5096.....	8285 0872
<i>North:</i>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
<i>North:</i>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Catering 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 28 April 2005. Corrections/amendments until Sunday 30 April 2006. 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 March 2006**
Emergency Services
- 12 April 2006**
Club meeting
- 10 May 2006**
Club Meeting: Pure Impact car cleaning system — Mel Jones
- 17 May 2006**
Committee Meeting
- 14 June 2006**
Club Meeting
- 12 July 2006**
Club Meeting
- 9 August 2006**
Club Meeting
- 16 August 2006**
Committee Meeting
- 13 September 2006**
Club Meeting
- 11 October 2006**
Club Meeting
- 18 October 2006**
Committee Meeting
- 8 November 2006**
Club Meeting

13 December 2006
Christmas Meeting

CLUB RUNS / EVENTS

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

10 December 2005
Christmas Picnic

INVITATION/OTHER CLUBS' EVENTS

10-13 March 2006
PADARC Rally Pt Pirie (entries close 11 February 2006)

14-17 April 2006
Bushman's Rally in Broken Hill

24 September 2006
Bay to Birdwood

SWAP MEETS

5 March 2006
Campbelltown

19 March 2006
Clare

6-7 May 2006
Naracoorte

28 May 2006
Kapunda

11 June 2006
Kapunda

30 July 2006
Angle Park

20 August 2006
Willunga

17 September 2006
Gawler

15 October 2006
Strathalbyn

18-19 November 2006
Bendigo

Entry Forms etc

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

New Members

Brian & Rosemary Walsh 1926 Chrysler 60
Littlehampton 1950 Hudson Super Six

Bob & Arlene Burner
South Plympton

Mark & Tanya Hazelhurst
Ridgehaven

Max Green
Woodside



CRCASA Assistant Secretary, Records Officer and Catering Coordinator, Judy Hart, defending her catering from an overgrown seagull in the backyard at Ken & Carole Barnes.

*Photo: Ken Barnes
Judy maintains the club membership and vehicle records from which the new members list is extracted*

Cover Photo

Slavio & Antonietta Cinco's 1968 VE Valiant sedan photographed at the 2006 Registration day.
Photo: Richard Tapp

COMING EVENTS

Power of the Past

5 March 2006

This is our March club run, and as a club we are going to help Adelaide Hills Motor Restorers Club celebrate the 21st Power of the Past (always an excellent day)

Meeting point for the run will be the Colonial Function Centre, Mt Barker Road, Glen Osmond at 9:00 am for a 9:30 am departure.

Norma and I are giving each driver a free raffle ticket for two prize, one for up to and including 1950 and

one for 1951 on and it will be a fine day.

Brenton Hamilton
8387 0419

The route will be up the freeway taking the off-ramp and turning right into Mt Barker. Continue through the town passing the main street, then a roundabout and turn hard left at the next main junction, also a roundabout.

Entry cost for the day is \$5 / historic car including two persons.

Additional passengers are \$7 or \$5 for children or pensioner concession. If you have prepaid for the Power of the Past don't forget to collect your rally pack.

If you arrive early to get the best swap meet bargains tell them you are the Chrysler restorers advance party and you will be shown to the reserved area for Club cars.

Maurice and Jan Emmerson
8388 6002

Lawn Bowls at Pt Elliot

Sunday 9th April 2005

Meet at the weigh station O'Halloran hill 10 am for 10.30 start. The Pt Elliott Lawn Bowls Club will supply lunch for a very reasonable price. Fish, calamari or a chicken schnitzel all served with chips and salad. If you like

to have sweets, apple or apricot pie with ice cream will be available.

For the members who wish to have a go at a game of bowls the green fee is \$3-00 per person, bowls supplied and we will have Pt Elliott members to show how

it is done. Please wear flat shoes, joggers or sneakers.

If bowls is not your thing, you can just sit and cheer or go for a walk around beautiful horseshoe bay.

Dave and Gaye Aylett

Club Register Plates

CHRYSLER RESTORERS CLUB OF AUSTRALIA, SA INC.

By-law Number 2

Policy guidelines applicable to the issue of future "Club Register" plates

1. Only Chrysler manufactured vehicles to be eligible to display club plates.
2. The aim of club plates is to recognise and register a vehicle within the club which has taken place in an official club run.
3. Once a vehicle has been officially registered it should always remain in the club register as a permanent record.

4. Plates should be returned to the club if the vehicle is disposed of to a non club member. These plates should be retained by the club, only to be reissued in the event of the same vehicle returning to the possession of a club member. It is not considered feasible to pursue the return of plates should they leave the club.

5. Accidental/purposeful destruction or damage to plates may be rectified by the holder at his/her expense, provided the original number is retained. The same applies to lost or stolen plates.

6. In the event of a vehicle leaving the club and plates not being returned, no responsibility will be accepted by the club for their misuse or misrepresentation.

7. Plates will be issued by the club secretary in strict numerical order upon receipt of a fully completed application form accompanied by a once only issuance fee applicable.

These policy guidelines were developed by a sub-committee formed in October 1988 comprising Chris Howes, Keith Lucas and Ross Bryant.

FROM THE COMMITTEE

President's Message

It is once again my privilege to sit in the Presidential Chair. Thank you all for sharing your confidence in me and I hope I am able to meet your expectations.

The decision to stand again was not taken lightly. Many of you would be aware of my desire to see the next generation step up and take the reigns. This may seem a daunting task but it is most important for the long term existence of our Club; therefore you all need to be thinking about future potential candidates.

Now to other matters, I must congratulate our outgoing President Ken Barnes on a job well done. With the support of his lovely wife Carole we have experienced a vibrant two years and they are now both entitled to a well earned rest. Our new Committee has many new faces and I extend a hearty welcome to all of them. The first Committee meeting was very productive so I can see you have made the right selections; to those members who stood down, thank you for your input over the past twelve months.

There were a couple of issues from this meeting which need attention. The first is an announcement from Neill

and Joan Wormald that they wish to take a break from the organising of our Christmas outing. Having done this so successfully for many years their shoes will be hard to fill, nevertheless we need some volunteers to come forward and prepare for this major event. We have a provisional booking for last year's venue if we wish to take it up. I am sure you will all join with me in expressing our gratitude to Neill and Joan for their past outstanding efforts in organising this event.

The other issue raised was that of Club Register plates. These have been around for many years but unfortunately have not been given the attention they deserve. Elsewhere in this magazine we have republished the guidelines for their usage and for a modest \$5.00 you can visit our Librarian to purchase an attractive item for your Chrysler vehicle, as well as contributing to our Club history.

I look forward to your company throughout the year and welcome your input to a continued successful running of our Club.

Safe and Happy Motoring.

Chris Howes

Secretary's Jottings

The good weather continues to be with us, with Adelaide alive hosting many sporting activities plus the Fringe and numerous Food and Wine festivities.

I spent two days marshalling at the Jacobs Creek Golf followed by a family get together at Meadows, where we enjoyed a great meal at the local hotel. Aldinga Beach with the dog and one horse started off the day for Sunday. Sorry we missed Coffee Cruise once again Judy.

The AGM went off well, with Ken Barnes vacating the Presidency after completing his term in fine fashion – well done Ken, ably assisted by his good wife Carole.

Welcome back to Chris Howes as President for

the next 12 months, depending on who may turn up in the meantime. Chris knows the ropes when it comes to running a club and controlling a meeting, so we are in safe hands. Let us give Chris the support he needs to push the Club along for the next year.

Welcome to the newly elected Committee, who also have the task of setting up the Club activities for the next year, and also getting involved in assisting to maintain the variety and frequency of club activities. I guess the other prime duty is to keep those historic vehicles out on the road, and enjoy the fellowship found within this Club.

Cheers for now, happy motoring for 2006.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Ken Barnes, Maurice & Jan Emmerson, Dave & Gaye Aylett, Chris Howes, Ross Fleming, Wayne Bartlett, Joy Miels, Trevor and Lorraine Beythien, Cathy Woods, George Mattar, Don Verity, Carson Turncliff and Richard Hart.

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

Richard Tapp

WEBSITE STATISTICS

	January 2006	Feb (23rd) 2006
Visits	915	661
Pages	2284	1742
Megabytes	831	718

CLUB NOTES

Historic Registration

The club's financial year ended on 31 December 2005 and renewals are due from 1 January 2006.

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

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

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

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

If you have a conditionally registered vehicle with a log book issued by CRCASA and will not be renewing your membership, you should arrange with Dave Aylett to cancel all log books issued to you by this club as soon as possible and certainly before 31 March.

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

Membership renewal reminder notices are included with this March/April issue of the Chrysler Collector.

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

No longer available ...

OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

- Club membership *renewal form*;
- *Payment* (cheque or money order);
- An appropriate sized *stamped self addressed envelope*;
- *Current* registration papers;
- *Logbooks; AND*
- \$1 (2 x 50¢ stamps) for each replacement log book required. Log books may only be renewed twice after being issued - they have a 3 year life.

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

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

OPTIONAL LOGBOOK UPDATE PROCEDURE #3

You may also renew your membership by posting only the renewal and payment to the club's post office box or by making payment to the Treasurer at a club meeting. You should then bring your logbooks to the MARCH meeting (not February — which is the AGM) and queue up at that meeting.

Dave & Gaye Aylett
8381 9665

Restoration Services Directory

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

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

website, between biennial printing.

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

The updated version on the website is January 2006.

CLUB NOTES

Sticky Beak Sheet — Wayne Bartlett

NAME AND CAR OR CARS

Wayne Bartlett, 1967 VC Wayfarer and 1938 C18 Chrysler Royal.

WHAT LED TO YOUR INTEREST IN THE CHRYSLER PRODUCT?

As a teenager I was sick of slow FJ Holdens and I bought an AP5 with twin carbs and it was quicker than most other cars I could afford.

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

Well my uncle, Ron McNair, had a lot to do with it.

DID YOU KNOW SOMEONE IN THE CLUB?

Yes.

WHAT YEAR DID YOU JOIN?

I joined after the SA national rally, what ever year that was.

WHAT CAME FIRST, THE CAR OR THE CLUB?

The car

WHERE AND HOW DID YOU FIND YOUR CARS?

It was in the Sunday Mail

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

Yes, but I was able to drive it around for the 18 months it took to do.

DID ANY MEMBERS HAVE ANY INPUT IN PROVIDING HELP WITH YOUR RESTORATION? IF SO WHO AND WHAT?

Yes a guy who was a friend and a member at the time did most of it (body)

DO YOU HAVE A STORY THAT MAY HAVE WON YOU A DISASTER AWARD (ANY STUFF UP WILL DO)?

No sorry I don't, not yet any way, but I'm sure that one day I will.

DO YOU ENJOY GOING TO CLUB MEETINGS AND WHY?

I do. I have made some good friends. And we have had some great speakers.

WHAT IS YOUR AMBITION IN THE CLUB?

To just enjoy every aspect of being a member of a great club and to help any one I can .

HAVE YOU A STORY THAT NEEDS TO BE TOLD ABOUT A FELLOW MEMBER (DON'T LET THE TRUTH OR FACTS STOP YOU)?

No not really. I have most likely said too much at some time and upset a couple of people so I'd rather say nothing.

DO YOU THINK YOU WILL EVER FIND THAT ELUSIVE PART AT A SWAPPY SO YOU WILL NEVER HAVE TO GO TO ANOTHER SWAP MEET AGAIN?

Well I'm not really a swappy person. I'll go to Gawler and Campbelltown if I don't have anything else to do. If I'm looking for anything I'll look at eBay as you can find most things in the USA.

WHAT HAVE BEEN SOME OF THE HIGHLIGHTS FOR YOU IN THE CLUB?

I enjoy the runs and I had a great time when we went to Albury for the Chryslers on the Murray, which more of our members should attend

as you will find it a fantastic show.

DO YOU ENJOY AND WOULD YOU HAVE ANY SUGGESTIONS FOR CLUB RUNS?

Yes we do. And yes we have. As above, and also more of us could attend the ALL CHRYSLER DAY in SA as a club run. I'm sure the Chrysler Car Club would love to have us there.

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 OR BBQ SHOULD BE?

He didn't tell me, it was just there when I got back from holidays.

HAS HIS EFFORT BEEN WORTH IT?

Yes I think so.

DO YOU THINK HE WILL EVER FIND THAT LAST PART HE IS LOOKING FOR?

No

*Wayne Bartlett
Official Beak*



CLUB NOTES

Snippets

MALCOLM DU BOIS

In the last issue I incorrectly titled the article about his birthday. It was actually Malcolm's 60th.

Richard Tapp

SANTA'S SLEIGH

In the last issue, the 1922 Dodge roadster used by Santa should have been credited to Gil, Chris and Alison Purdie.

Richard Tapp

REMINDER

Please advise the registrar of the club if you are not renewing your membership if you are on conditional historic registration. As this will only be maintained while a member remains financial.

If at the 31st march membership has not been renewed then transport sa will be advised and the conditional registration cancelled.

Members are responsible for advising

the registrar if a vehicle on historic registration is sold and for the return of log books issued for the vehicle to the club for cancellation.

Dave & Gay Aylett

SAUSAGE SIZZLE

Once again the registration day was a great success, thanks again to the committee members for their help in the organising and to the many members who came from far and wide. We enjoyed the opportunity to meet with you all

Dave & Gay Aylett

MOPARS RULE

Top-rank muscle cars attracted strong interest at this year's Barrett-Jackson Classic Car Auction in Scottsdale Arizona. A 1990 Plymouth 'Cuda convertible led the way, attracting \$2.1 million. That's US\$ - not Pacific Pesos.

Richard Tapp

THE VALUE OF UNDIES

Be careful what you wear, or don't wear, when working under your car, especially in public. From the Sydney Morning Herald comes the story of this central west couple, who drove their car to K-Mart only to have it break down in the car park. The man told his wife to carry on with the shopping while he fixed the car, there in the car park. The wife returned later to see a small group of people around the car, and on closer inspection she saw a pair of male legs protruding from under the car. Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones. Unable to stand the embarrassment, she dutifully stepped forward, deftly put her hands up the shorts and tucked everything back into place. On regaining her feed, she looked across the car's hood at her husband, who was standing idly by. The mechanic had to have three stitches in his head.

Wayne Bartlett

Ray Miels Memorial Breakfast Run

22 January 2006

Another year, another Breakfast Run.

Having set the alarm for 5 am to arrive at Allan and Cynthia Kempster's at 6 am.

We headed for Glandore arriving at 7 am. There was quite a good turnout considering the weather.

Ken's original plan was to go to Bonython park via the city, but the temperature was in the 40s and the Tour Down Under was taking place through the streets of Adelaide. The alternative plan was to have a Claytons Run and stay at Glandore.

The majority vote was in favour of staying put, possibly because most people had already been on a run to get to the start.

It is a great spot. BBQs and trees, which is all that is needed.

Everybody settled down for breakfast and a chat.

All in all it was a good morning, although Allan and Cynthia had a hiccup with their BBQ.



As it started to heat up, people

decided it was time to head home towards air conditioning.

I would like to thank Ken for his kind words about Ray. He looked forward to the breakfast runs. I would also like to thank Allan and Cynthia for taking me on such a dreadful day (weather-wise).

Wishing the Club a good year of outings.

Joy Miels



PAST EVENTS

Australia Day Weekend at Mt Gambier

28-30 January 2006

We were told about the Mt Gambier, Australia Day Long Weekend Tour about three years ago, by Ray & Deirdre Knight (our country members). It was during our club trip to Tasmania. Ray said you should come down the Mount for our LWE tour in January. As it happened we had a Grand Daughter arrive that weekend, the first year after Tasmania and of course it was her 1st birthday the 2nd year.

So this year we decided to go down. We left on the Thursday before Australia Day and you might remember that it was 42 degrees in Mt Gambier and Millicent and 41 degrees in Adelaide that day. We travelled down via the Coorong as we thought we might get some sea breeze. Wrong, wrong, wrong ... It was a strong northerly wind, which as you can imagine was directly behind us.

We towed our little (9'3") van behind the 1936 Chrysler. At Kingston SE, we, including the car were faced into the northerly wind to cool down whilst we had lunch.

Then back on the track again to Millicent where I didn't think that 2 pints of shandy, each, could disappear so quickly. I think the Chrysler was as glad to see Mt Gambier as we were.

We booked into the Central Caravan Park. Which, by the way I would recommend, as it is right in the middle of town and central to the main street shopping, for food etc. and very nice people run the park.

We happened to find some old mates from Darwin in the same park and we all went to the Speedway to see the Sprint Cars that night. We ended up with jumpers on. The temperature went from 42 degrees, to cold enough for jumpers, within a few hours, it was unbelievable.

We went to the Mt Gambier Club to sign in on Friday and were welcomed with morning tea and met up with a few acquaintances. Then in the afternoon there was a trip to the Bureau of Meteorology where the system was explained to us, and they sent up a weather balloon.

Friday night was a great dinner back at the club, all prepared by the club members.

Saturday we had a free morning, so we went to the markets. For lunch we had huge salad rolls and cakes at the club again. Then we drove to an art gallery and a potter's workshop in the afternoon, then back to the club for afternoon tea.

Saturday night, as it was Australia Day weekend we had a concert in the park, where dinner was delivered. The band sang all Aussie songs. This was a great night and the rain held off just long enough. We all went back to the club for supper, as if we needed it.

Sunday there was a display of all vehicles in Frew Park, Central Mt Gambier, before we drove via the back way to Pt MacDonald for lunch. After lunch we visited Ewen Ponds on the way to a Rotary Dairy. The Dairyman was very versatile, as he hand made violins from

Australian timbers and repaired button accordions. He also breeds trout and eels. He had a large dam where he had quite large trout. We then looked over the rotary dairy where the cows fight to get on the roundabout, just like children. When they have finished they just back out and wander off. I must admit it's a bit of a sh..ty job looking after them though.

Sunday night we had a great dinner at the RSL and Districts Bowling club and Monday morning a big send off breakfast once again at the Club.

These country clubs make you so welcome and they have so many different vehicles.

We seem to meet many people from many different clubs all over Australia at these tours that it seems like old friends weekend.

Thanks to the Mt Gambier Club and Colin Thompson the organiser. A big thank you to Ray and Deirdre Knight, for telling us about the tour 3 years ago sorry it took so long for us to get there. If you want something to do for the January Australia Day weekend try this tour.

Lorraine & Trevor Beythien

The Beythien's 1936 Chrysler C7 photographed at the Xmas run. Photo: Richard Tapp



PAST EVENTS

2006 Coffee Cruise

18 February 2006

Well you could not have asked for a better day at the start of the cruise and what a very enjoyable drive along our fine shores; well most of it. My navigator was somewhere else and lost where we were on the run sheet so we just followed the rest who missed a bit.

It was a little like a mini B to B, there people on the side of the road waving as we all drove past.

Chris and Cathy did a great job on organizing the spot. We filled the first parking area and then we parked on the edge of the road and over the other side. More cars than they had thought would turn up, I think.

Chris Davies and myself went to look at the cars (as you do every run) and take a few snaps (also as you do). We then got talking to Gil Purdie (as you do) and got offered a ride in his lovely little Dodge (as you would). They got in the front (as they would) and I was left the dicky seat (as you normally would **NOT**). Well not

me anyway; but I got in there much to my surprise and all my friends and Marianne. Well what a ride, wind in your hair flying down the road in car with only rear brakes but hey it was great and I would not have missed it for the world.

Then I had to get out again. Gil said if I can't get out I'd have to buy it. With that incentive I made my way out (funny to watch) - not that I didn't want it. The wife said "No, get out!". Not really. That was my inner voice, which sounds like her (**NO MORE CARS**).



PAST EVENTS

2006 Coffee Cruise (ctd)

By this time it had come over a bit cool and people were starting to pack up and leave, so we did like wise.

On our way home we parked on the corner of South and Grange roads and waited for the Sky Show to start. What a spectacular display of crackers.

Everyone had a great day and thanks to Cathy and Chris for a truly great Coffee Cruise.

Wayne Bartlett

COFFEE CRUISE TAKE 2

18 February 2006

The club only has one Saturday evening run per year and this year it was a reworking of a run held 10 years ago. Chris and I arrived at the club rooms at 4 pm thinking we would be first (being 30 mins. early) but no, Trevor and Lorraine Beythien were already waiting.

It's always great to have a catch up chat before the crowd arrives. 28 cars came to the CCC with many club members having brought family and friends to enjoy the afternoon sunshine.

Run sheets in hand they all set off at 5 pm for Seacliff, on a run that would follow the Esplanade (where ever possible) all the way to North Haven. Chris and I had done the run three weeks ago and therefore drove straight to North Haven.

We thought we'd sit and wait for the cars to arrive but Neill and

Joan Wormald had decided to drive from home at West Lakes via the Semaphore fish and chip shop so again we had good



PAST EVENTS

2006 Coffee Cruise (ctd)

company while we waited. By 6.15 pm the first cars started arriving and now there were more than 30 cars as a few members who live south had joined the run at the Esplanade at Seacliff.

It didn't take long for all the parking to be taken and Chris supervised the lining of Lady Gowrie Drive with Club Cars. The lawn of Jaycee Park at North Haven was the ideal spot for a summer evening picnic tea with a backdrop of beautiful boats.

Did we picnic!! The park was soon a sea of tables, chairs and people enjoying their food. The atmosphere was lively at club members ate, chatted and laughed. The usual joke tellers Ken Barnes and David Schumacher kept groups laughing as they retold old (but good) jokes. The Beach Pit

kiosk stayed open so the club members who needed dessert could indulge in one of those yummy double scoop rum and raisin ice-creams.

It was certainly the Chrysler Restorers Club at its best, the enjoyment of a summer evening made even better by the company of friends.

By 8.15 pm the sun was setting and the air cooled and most club members popped on their cardigans (preferably pink) and headed for home.

Cathy Woods

Photos: Wayne Bartlett



TECHNICAL FORUM

1958 De Soto Electrojector

FIRST ELECTRONIC FUEL INJECTION?

by George Mattar. Reprinted by permission of *Hemmings Classic Car*, a publication of *Hemmings Motor News*. Copyright © 2005 American City Business Journals Inc.

In the early 1950s, there was a bustling economy as young families that began shortly after World War II were growing up. The auto industry was moving forward too, with innovative design and engines that were more powerful each year. In 1955, Chevrolet introduced the small-block V-8, which in its basic form remains in use today on some GM models. In 1957, Pontiac, under the direction of Semon E. Knudsen, shed the company's "Old Man's Car" image and began a facelift of its cars. One way he accomplished this was ordering the end of Silver Streaks, a Pontiac design since 1935, on the cars' hoods, which cleaned up the design. That same year, Pontiac introduced the beautiful 1957 Bonneville, which was available with a 310 horsepower fuel-injected V-8.

New domestic car sales were up about 90,000 from 1956 to 1957. But as soon as car sales were picking up, a recession began in 1958. Despite 5.5 million Americans being out of work in 1958, during the worst recession since the war, automotive design continued to change and more car models were introduced. Even De Soto was making some moderate changes, especially with its restyled Adventurer which was designed to polish the company's image. While the 1958 De Sotos were a far cry from GM's and Ford's boxy car look, at the same time there were few signals that De Soto would not exist in three short years.

Although De Soto's 1958 styling was not all that different from the

year before, except for a gold anodized grille, the Adventurer had a handsome front end with quad headlamps and massive chrome bumper with bullets. In the rear, it was adorned with Titanic-length quarter panels that swept to a point with fins. At the tips were "Christmas tree" tail fins with three individual tail lamps surrounded by, what else, chrome. The cars could be ordered with a plethora of options including air conditioning and a dash-mounted record player that turned at 16 2/3 rpms. It was dampened so the arm wouldn't skip. However, there was one option very few buyers checked off, likely due to its lofty \$637.20 price, and that was fuel injection. In 1958 only, De Soto offered an electronic Bendix fuel-injection system that sat atop a 361-cubic inch, 345 hp V-8 guzzling premium fuel. Considering the recession, the nearly \$640 price tag was a lot of money, for something that later proved a failure.

Chrysler records show only 35 cars, including Chryslers, De Sotos, Dodges and Plymouths were built with the complex multi-port system which had two dual-point distributors (one for the ignition, one for the injectors), an electric fuel pump in the gas tank and two "black boxes," a resistance box and modulator mounted to the radiator support that were the brains of the system. The system was built by Bendix Aviation in Elmira, New York, and first used on aircraft during the Korean War. Because aircraft require fuel systems that only need to work at either idle or wide-open throttle, the Bendix



engineers had to devise a way to make the system adapt to a car. In theory it worked, but the system proved very troublesome, due mainly to the crude wax paper covered capacitors inside the black box, which failed often. Perhaps this is why GM's simpler, Rochester-built mechanical-type fuel-injection system proved far more usable.

The Bendix electronic fuel-injection system had many components modern fuel-injection systems employ including a fuel-pressure regulator, fuel rails, individual injectors, throttle positioning valve, an electronic cold start and warm-up sensor, primary and secondary throttle bodies, manifold vacuum sensor, idle sensor, air temperature sensor, acceleration sensor and two fuel lines.

The difference between a carburetor and fuel injection is how fuel is supplied to an engine. With a conventional system, a fuel pump mounted on the engine gets fuel from the tank and forces it into the carburetor. There, the fuel is mixed with air, and that mixture passes through the intake manifold to the engine's combustion chambers. A fuel-injected engine, however, supplies fuel to the engine by an electric powered pump in the gas tank.

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1958 De Soto Electrojector (ctd)

Injectors on the intake manifold and electronic controls then determine the exact amount of fuel injected into the cylinder's intake ports.

Among the advantages to fuel injection over carburetors were faster warm ups and performance gains while the engine is cold because the proper fuel-air mixture ratios and distribution can be more easily maintained.

Here's how the Bendix system was supposed to work:

Electronically controlled and electrically actuated, the "Electrojector" had a transistor-equipped brain or modulator, about 5 inches in size. The brain took a timed electrical signal from the ignition distributor. It sensed, through tiny electronic transmitting devices located at key points on the engine, the engine's temperature, throttle position, manifold pressure and even the altitude (or density) of the air being sucked into the cylinders. The modulator integrated all of the information received and instantly translated this data into a control signal that actuated the injectors," according to an article in *Bendixline*, a company newsletter, dated Sept. 28, 1956.

In a 1956 Bendix newsletter, company President Malcolm P. Ferguson announced that fuel injection "will replace the carburetor and improve performance." Nearly 50 years ago, he was truly a visionary, but a trouble-free system would be years away.

Ferguson also said in that issue, "Compared to the latest four-barrel carburetor designed for high performance engines, the 'Electrojector' system provides between 10 and 20 more horsepower — achieved at lower engine rpm — throughout the whole range of speeds, boosts fuel economy, achieves quicker starts and warm-ups, eliminates the 'smog' problem created by

unburned fuel exhausted from the engine and is a system with a minimum of moving parts."

One man who knows the ins and outs of the Bendix system is Tom White of Hopkinton, Massachusetts, who owns a 1958 Adventurer, one of only 82 convertibles built that year. There also were 350 hardtops. Today, only five 1958 Adventurer convertibles are known to exist worldwide. White owns two, there are two in Sweden and the fifth is in Wisconsin, he said. But White's car is automotive Nirvana for De Soto aficionados.

Yes, folks, Chrysler Historical Records show White's perfectly restored gold Adventurer is the only car built with and retaining fuel injection remaining on the planet. The president of the National De Soto Club, Dean Mullinax, said White's car is probably the only fuel injected example in existence. According to a Bendix manual, two Plymouth Furys, 16 Chrysler 300s, 12 Dodge 500s and the five De Sotos, were built with the two-carburetor option and taken to a De Soto plant on Warren Avenue in Detroit to have the Electrojector system installed along with a 40-amp generator, electric fuel pump and a pair of "Fuel Injection" emblems. Unlike today's cars, in which mechanics have to remove the gas tank to gain access to the fuel pump, Chrysler installed a black metal cover over a cutout in the trunk floor of the 1958 models to make access to the coffee maker-size fuel pump easier.

The history of this perfectly restored car, showing 66,671 actual miles, is as interesting as the car itself. Built December 6, 1957,

it was a styling exercise and the first convertible built, said White, who has the Chrysler build sheets.

Sold new at Liberty Dormont in Pittsburgh to William Dickson, the car was issued a Pennsylvania title January 21, 1958. White has that same title tucked away in a New York City phone book-thick pile of documentation. Dickson traded it for a recreational vehicle at Huff's RV Sales in Harrisburg in 1975. The RV dealer, still in business, never took the car out of Dickson's name and put it in a barn, where rodents got the better of it.

White heard about the car, and in June 1998, worked out a deal and trailered it home. He stumbled onto what he believed was a fuel-injected De Soto, because attached with speed nuts on the front fenders, albeit they were broken and some pieces missing, were gold and silver "fuel-injection" emblems. Was this the car that had eluded collectors for years? Would he ever find the fuel-injection unit he needed to properly restore the car?

Lady Luck was about to pay him a visit. While at Hershey's big AACA October 2002 swap meet, White was showing a photo of the car to a friend and a felt a tap on his shoulder. It was Paul Gabauer, who overheard the conversation and said he could lead White to the original system installed on



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White's car. It was in nearby Harrisburg. Gabauer told White he could put him in touch with the son of the man who had stored it since it was taken off a car in 1958. White could not believe what he was hearing and contacted the man with a grungy, wrinkly brown box full of parts. That man was the son of J. Gerald Cassel, who died at 67 in 1990. Cassel was a Chrysler field representative in 1958, who removed a complete fuel-injection system, possibly the one from White's car, 44 years earlier. He put the system in his attic and told his wife to never get rid of it. His son realized how valuable that box of stuff was and White braced himself to pay the piper. He went to Harrisburg "ready to buy." He would not divulge what he paid, but after several negotiations, it took a "five-figure sum" to acquire the Electrojector unit, even though the primary distributor which fires the ignition was missing.

This striking De Soto retains its original radiator, and White boasts, "It's even the original core." The trunk mat is NOS, the only known example, as is the gold speckled carpet, found in Texas. All the original parts are still with the car, like the top well, which somehow survived the rodents in Harrisburg. The dash was repainted and re-padded. Everything on the car, including both clocks - the dashboard clock and the Benrus watch inside the steering wheel's center-work. Looking at this beautiful De Soto takes you back to when Ike was President and gas was less than 38 cents per gallon. No detail on this car was overlooked. The fit and finish of every component is Pebble Beach quality. Even the door and trunk jambs glisten on this car that cost Dickson more than \$6,000 in 1958. Base price of a 1958 Adventurer convertible was \$4,369, the most expensive De Soto in history.

The body and paint was tackled by White's son, Tom. The car was rust-free and no panels needed replacement, so Tom bolted the car to a rotisserie and began media blasting the undercarriage. White said little scraping was needed because the car was built without undercoat. They did find "lava-like" undercoating inside the car on the floors and trunk, but left it alone because that's how it was made. The front suspension and frame also were media blasted, repainted with urethane enamel and clear coated. All removable panels, such as hood, trunk, doors and fenders were taken off, stripped to bare metal, smoothed out, then covered with six to eight coats of Ditzler PPG primer applied with a DeVilbiss paint gun. Tom then used PPG Adventurer Gold and sprayed four color base coats, wet sanding between each coat, on the car. Both inside and out of the hood, trunk lid and doors were painted off the car. After that, he sprayed three coats of urethane clear, again sanding between each coat with 1,000-grade paper and finishing with 1,500-paper. After sanding, Tom power buffed the body with 3M products. The door jambs were hand buffed.

"When Tom paints a car, he paints the bottom first, then the top. There are no paint lines anywhere. He spent many hours on the paint alone. We estimate more than 2,000 hours were spent restoring this car," the elder White says.

The car's original engine was taken apart, but did not need a complete rebuild. The elder White did a valve job, installed new bearings and that was about it.



Even the original camshaft was retained. His son then painted the engine and all accessories in a base coat/clear coat finish. The gold paint needed to paint the dual air cleaners took their local paint supplier about a week to match correctly. Even the air cleaner lids were wet sanded and hand polished.

The cardboard box of fuel-injection parts was left to the elder White. "These systems were quite complex, as I learned while taking it apart. To a mechanic in 1958, this was nearly impossible to fix. It took me six weeks to figure it out. I determined the failure was in the electronic modulator. It was interesting, like an old 1940s radio," White said. "Once the system was operating, it was upgraded with new polyester capacitors and modern transistors, as the originals were wax-paper dipped and not reliable even when new."

Being an electrical engineer made the task at hand easier for White to figure out. He reverse engineered the unit, found the faults and got the electrical portion to work. Before he could determine whether the system would pump fuel, he had to machine some parts on his lathe. Using factory photos, to replace the missing primary distributor, White shortened a stock distributor from a Chrysler 413

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1958 De Soto Electrojector (ctd)

engine and re-worked the keyway. "The keyway shaft into the distributor is round with a tab sticking out. I had to enlarge it and re-machine it. It was a lot of hand work as the key way is threaded both internally and externally," White said.

He also had to fabricate a coupler from scratch and attach it to the secondary or "trigger" distributor, which controls fuel flow. Not wanting to mess up his concours-prepared engine compartment, he then bench tested the unit with air pressure and a power drill, hooked up to turn a distributor and create a driving environment without fuel. With everything working as it should, the system was completely detailed then placed atop the original engine. White received invaluable help from a Bosch employee, Jim Bartuska, who has been trying to track down an elusive Bendix system for 36 years.

Once mounted to the engine, the car ran terribly. Starving for fuel, it would not accelerate properly. White went over the entire system again and determined the trouble was in the altitude sensor.

With the engine completed, White had a friend overhaul the transmission. Turning to the interior, he was able to find NOS seat cover material. After someone else made the gold and white vinyl and gold cloth brocade seat covers, White installed them and also made door panels from original material. All the gauges, oil, amp, temperature, fuel and 150 mph speedometer, were detailed and re-installed. All replacement parts are NOS, such as the correct date-coded 1958 spark plug wires and windshield washer bag.

This car is restored with all NOS parts, because there are no reproduction parts available, White said. The hardest parts to find, other than the fuel-injection unit, were four correct spinner

wheel covers, which were missing, and an original steering wheel. To find one, White bought a complete 1958 Adventurer hardtop, which he still owns.

White's Adventurer convertible was built with the 361-cu.in. V-8, power steering, power brakes, power windows, power seat, triad horns, bumper guards, remote driver mirror and matching passenger mirror, dual antennas, clock, steering wheel watch, and Prismatic rear view mirror, Sure Grip differential and Highway Hi-Fi Record Player, which White played during our drive in this quite powerful car. By the way, the record player is NOS. The NOS fuel injection emblems, the only ones known to exist, were "liberated" from a Chrysler building by an employee and found by White. He also has all factory manuals, fuel-injection schematics and service bulletins, about 200 pages in all, related to the car. "Funny thing is, I didn't find this car, it found me. The crazy part is, I restored this car knowing it would probably never, ever be restored to fuel injection. There just are no parts out there," White said.

Our ride through the eastern Massachusetts countryside showed the 4,185-pound car pulls strongly, with no hesitation. As White mashed the accelerator pedal to the floor while going up a hill, the car was somewhat loud, with most of the roar coming from the dual gold colored air cleaners. The TorqueFlite automatic transmission shifts with some authority, and the car stops fairly quickly despite having a four-wheel,

unvented, 12-inch drum brake system and 8.50 by 14-inch bias-belted tires: This De Soto, as with most cars of 1958, has a soft ride and doesn't take corners with any authority. The front bench seat is comfortable to a point, but you would find yourself moving about after a few miles.

Since its completion in March 2003, judges have taken note. The nine awards so far include Best in Class at the Meadow Brook Concours d'Elegance and Most Distinguished Chrysler presented by Daimler Chrysler at the Greenwich Concours. And at the AACA's Grand National meet in Buffalo, New York, this past July, it earned the highly coveted Senior Award. No doubt an accurately awarded honor for an accurately restored automobile.

George Mattar

Photographs used with permission of Don Verity of Smithfield, RI, USA and taken from:

www.chrysler300club.com

Jim Benjaminson has confirm the two injected 1958 Plymouths and has corresponded with the owner of one of the cars - a man who drove it nearly 100,000 miles. He was kind enough to send me a copy of the service manual, etc. He says the other car was wrecked shortly after delivery and never repaired ...



TECHNICAL FORUM

Registering a Historic Car — Canadian Style

The following article was located by one of my standing Google Alerts and is reproduced with permission of the author, Carson Turncliff.

JUMPING THROUGH HOOPS AND BARRELS TO REGISTER MY CHRYSLER

Carson Turncliff, special to The Vancouver Sun, 4 November 2005.

Being semi-retired and having a lifelong interest in all things mechanical, I thought getting a vintage car would be an excellent addition to my retirement project list.

After a couple of years of casual searching I located a 1935 Plymouth coupe in Oak Harbor, Wash. The owner, who had the car for 35 years, kept it in good order and original. It needed just the right amount of tinkering for

my needs as a project. My offer was accepted and with a sense of optimism I began what was to be a bureaucratic journey of epic proportions.

The first of many frustrations was that I found the VIN number on the title did not match any number on the car. A very understanding Washington state trooper solved this dilemma by explaining that previous to 1955 all, Washington vehicles were registered using the engine serial number. The Plymouth had an engine change (same vintage engine) and, like hundreds of other folks, the owner had not amended the registration.

Arrangements were made to trailer the Plymouth to the state police office in Burlington where an inspection was done and a form issued that authorized re-registering the Plymouth using the serial number on the body.

Next the Plymouth was taken to the motor vehicle office in Burlington where more forms

were filled out to issue the new registration and obtain a new title. From Burlington the Plymouth was trailered to Blaine for three days of storage while U.S. Customs "did their thing" and cleared the car to leave the U.S.

In contrast to the friendly and helpful U.S. Customs agents the officer at Canada Customs was akin to Attila the Hun on steroids. After 30 years as a police officer I understand the need for authority and the importance of acquiring and confirming information. However, I think she missed the training day when personality and tact were taught as interviewing skills.

One and a half hours later, after payment of GST and more forms, myself, the Plymouth and my neighbour, who owns the trailer, were on our way to the Plymouth's new home in Coquitlam. We were mindful that my growing stack of forms



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Registering a Historic Car — Canadian Style (ctd)

was adding noticeable weight to the GVW on the trailer.

Once the Plymouth was safely stowed in my garage I went down to my local ICBC office. I have dealt here for years and they are truly very nice people but they seemed unable to resist the "we've got a live one" approach. With what I perceived as a perverse chuckle I was told, "Many people just give up."

An inventory of my forms thus far showed that I was in pretty good shape but still not ready for the issuance of a B.C. registration. The biggest hurdle was that I needed to get a mechanical inspection at a certified ICBC garage.

I spent the next month replacing, tightening and lubricating anything that seemed doubtful. Then off for the inspection. Somehow I had overlooked one tie rod end, but after replacement and a wheel alignment the Plymouth was road-ready.

I eagerly returned to the ICBC office to get my registration only to be told that they needed the

weight. No one told me it had to be weighed! "Well, you didn't ask" was the reply. No problem, I can get it from the owner's manual. No, they said, "we can't accept that, you will have to get it weighed." I tried to explain that I never had to get my other two regular vehicles weighed. "No need to, we have it from the manufacturer" I'm told. You mean like what they say in the owner's manual?

Realizing I couldn't "beat city hall" I drove to the Wastetech site for a weigh-in. The looks I got while waiting in line at Wastetech should have been captured on film. I'm sure some people thought, "Is he taking that to the dump?"

While at Wastetech I thought I might as well go next door to AirCare as I was told that I could not get a registration without an AirCare pass. After a wait in the line-up I was inside AirCare -- and told I could not go through AirCare without a registration. I guess the motion of throwing myself across the steering wheel and uttering expletives was

enough to get a supervisor on the scene. Fortunately he was an old-car kind of guy and clarified "which comes first, the chicken or the egg."

After backing out of AirCare, with all eyes on me, I returned to the ICBC office, only this time I was less optimistic, wondering what else they could say I needed. But we do live in the age of miracles and I was finally granted a B.C. registration.

Arriving at this point required completion of 13 different forms, two temporary permits, payment of GST, PST, half a bottle of Tylenol, a full bottle of scotch and a mechanical inspection. Kind of brings home the truth of that old adage, "if it is worth doing, it's not easy."

Carson Turncliff is a new member of the Collectible Chrysler Club. Anyone who owns or has an interest in Chrysler products can contact Bill Masse 604-513-8927 for further information concerning club membership.

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TECHNICAL FORUM

Vacuum Tank Trouble Shooting

If the vacuum system does not draw gasoline the trouble may be due to one of the following causes:

1. Vacuum tank screen clogged.
2. Leak in gasoline tank to vacuum tank pipe, resulting from:
 - Loose connections
 - Pipe broken or damaged
3. Bad air leak in suction line, resulting from:
 - Loose Connections.
 - Broken pipe.
4. Flat valve not seating, resulting from:
 - Valve sticking.
 - Dirt under valve.
5. Screen in gasoline tank or pipe line blocked
6. Leaky vacuum tank head gasket.
7. Vent valve not seating, resulting from:
 - Dirt on valve or seat.
 - Worn tank mechanism.
 - Broken trip lever springs.
8. Gasoline tank filler cap vent hole stopped up.

TEST

1. Failure of the vacuum tank to function will be indicated by lack of gasoline in the vacuum tank. Disconnect the carburettor to vacuum tank pipe at the tank and run a piece of wire into the tank to be sure the outlet is not obstructed. If the tank is found to be dry, it is advisable to first remove and inspect the screen in the top of the tank for dirt or other foreign substance. This screen can be reached by removing the main feed pipe fitting.

2. Examine the gasoline tank to

vacuum tank pipe for loose connections or broken pipe.

3. Inspect the vacuum tank intake manifold suction pipe for loose connections or a broken pipe. An air leak in the suction pipe will cause the engine to die at idling speed.

4. To determine whether or not the flap valve is sticking, plug up the air vent in the vacuum tank head and disconnect the vacuum tank to carburetor pipe and drain gasoline, if any, in tank. Start the engine and place a finger over the outlet hole of the tank. If suction is felt continuously, then it is evident that the flap valve is not seating.

5. Disconnect the pipe line leading to the rear tank at both ends and blow through the pipe to see that it is clear. Remove the gas tank unit and examine the screen for dirt.

6. Remove the vacuum tank head and examine for broken or damaged gaskets.

7. While the top of the tank is removed inspect the mechanism and action of the valves by raising and lowering the float. When the float is up the suction valves should be closed tight (this can be tested by attempting to blow through the suction pipe elbow at the top of the cover) and the vent valve should be open. When the float is down the suction valves should be open and the vent valve closed tight. With a finger over the vent hole in the vacuum tank cover flange, blow through the curved vent pipe to test the vent valve. See that both springs are hooked in position and examine the pins for excessive wear.

8. Inspect the gasoline tank filler cap vent hole to see that it is not stopped up. It will sometimes become clogged

with soap or polish after the car has been washed.

REMEDY

1. Remove and clean the vacuum tank screen.

2. In case of a leak in the vacuum tank to gasoline tank pipe due to loose connections, tighten nuts securely and if necessary install new glands and nuts. If the pipe is broken, install a new one.

3. In many cases where the flat valve is not seating, this condition can be remedied by tapping the side of the tank, thus shaking loose any particles of dirt or lint, which keep the valve from seating. If the above operation does not remedy the trouble, remove the vacuum tank head and inner tank and clean the valve and seat. Replace if necessary.

4. Disconnect the gasoline tank to vacuum tank pipe at both ends and apply air from an air line or tire pump to clean the pipe. To clean the screen in the gasoline tank, it is necessary to remove the tank and take out the gasoline gauge tank unit. Clean the screen and replace the unit, making sure that the gasket is in good condition.

5. In case of broken vacuum tank head gaskets, install new ones.

6. If the vacuum tank mechanism is found to be badly worn install a new head assembly. This will be necessary only in very unusual cases. Replace the trip lever springs if found to be broken.

7. Clean the gasoline tank filler cap vent hole. Enlarge if necessary to 1/16" diameter.

Submitted by

Richard Hart

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.

MARKET PLACE

Club Clothing

CLUB CLOTHING

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

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

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

Children's sizes are also available

Vests - Reversible Polar Fleece Lined in Navy with Red Lining or Navy with Navy Trim - Sizes Small to 3XL -\$55

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

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

Sew On Badges \$16

Caps Navy with Red Trim or Royal with Red Trim to match the Polo Shirts \$14

All prices include our emblem embroidered on the article

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

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



Club Name Badges



CHRYSLER RESTORERS

Walter Percy

At the November meeting two styles of badges were shown to the members. The general consensus of opinion showed that a majority of people

preferred the badge with Clear Glaze Acrylic and the rest liked the Plain. There was also a discussion about the different pin types.

I have had a discussion with the manufactures and it is possible to purchase both types of badges with various pin requirements.

Listed below are the styles and prices that are available.

- PLAIN with pin \$5.50
- PLAIN with dual pin and clip \$6.00
- PLAIN with magnet \$8.00
- CLEAR GLAZE ACRYLIC with pin \$7.50
- CLEAR GLAZE ACRYLIC with dual pin and clip \$8.00
- CLEAR GLAZE ACRYLIC with magnet \$10.00

If you are interested in purchasing a new name badge please contact Lorraine Beythien with the details of your badge, or you may send the order form below to Lorraine c/- Chrysler Restorers Club, PO Box 667, Plympton 5038.

Lorraine Beythien

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

STYLE OF BADGE [Plain or Clear Glaze - circle one] **PIN TYPE** [Pin or Dual pin and clip or Magnet - circle one]

PHONE (a/h) (day time if different)

FULL NAME (print clearly).....	Price.....
2 nd badge name.....	Price.....
3 rd badge name.....	Price.....
4 th badge name.....	Price.....
5 th badge name.....	Price.....

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

1926 Chrysler Tourer, Model 58 4 Cyl., 6V. 38,540 miles. Rust-free car with rare original leather upholstery. Reconditioned mechanicals 1992-3 and repainted 1998. Original 4 wheel hydraulic brakes. Runs well - Bay to Birdwood regular. Spares incl 2 engines. RAN-046. \$14,000 ono. Max Slee 8332 7972.

1946 Dodge fluid drive, \$15,000
Graham Downs 8523 0678

1946 Dodge tail-shaft, gear box, front wishbones, drums, front seat, steering wheel, steering box. Warren 8752 0031

Pair 1949 Dodge front park lights. Best offer. Ray Tully 8280 8372

1964 Dodge Phoenix, rolling chassis with 727 push button trans, diff and axles in car, front & rear seat and door trims, dash and instruments still in car, 318 Dodge with steel crank, in pieces but all there, carby, manifold, valley cover etc all there, all chrome work and badging, body straight, needs paint and radiator. Great for restoration \$1,500 0412 402 427

1966 Hillman Imp, Australian Mk II, 63,000 miles, unrestored, exceptional original condition, all docs, h/books and toolkit, Ian Scott 0403 916 420

VE Valiant ute, 265 hemi, 3 speed manual, e-49 unleaded head, easy restorer \$2,250 firm Rob 03 5389 1267

1968 4 door pillarless Dodge, no mechanicals, interior restored, all panels restored and painted (red), all running gear Carmen Nigro 0411 637



897.

1969 VF Regal sedan [RBY-251], white, auto, original, good condition, owner no longer able to drive, Steve 8552 2413

1971 VG Valiant Hearse, 245 hemi, 80,000 miles, good condition. For sale by tender — open until 24 Mar 2006. Brett 0417 646 215

VK 770 Charger, 265, T-bar auto, straight body, in need of restoration. \$2,500 firm. Rob 03 5389 1267

1974 Chrysler Galant, 36,000 km, service history, immaculate condition Craig Basterfield 0415 672 052 [Goulburn]

VH-CM Wagon rear doors (left and right), NOS, frame and skin only, still in factory primer, \$250 ea. 0407 992 462

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Dec./88 - 1931 Plymouth PA Conv. Coupe;
Dec./86 - 1934 Plymouth Deluxe PE Coupe;
Sept/94 - 1949-54 Plymouth Story;
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Special Deluxe Conv; Mar./90 - 1954 Plymouth Conv.(2 copies); Sept./87 - 1961 Plymouth Fury Conv; Jan./89 - 1963 Plymouth Sport Fury Conv.; Oct./87 - 1964 Plymouth 426 Stage 2 Wedge. I also have the December 1986 issue of Collectible Automobile that features an article and photos of the Chrysler Turbine 1954-80. Magazine in excellent condition. \$7 Len Farrell Canada (613) 829 9198 len@impala59.com

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1934 Chrysler Airflow headlight bucket and chrome surround. Any condition. Graham McRae 8295 2615

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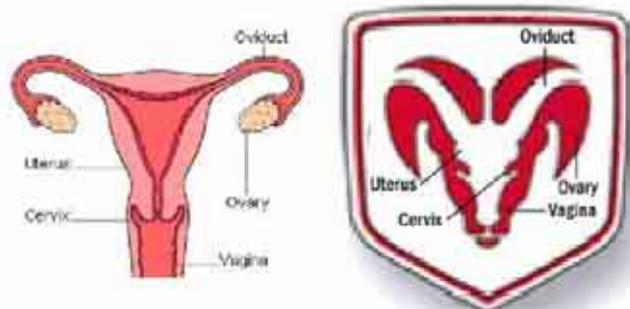
1974 VJ Valiant hub caps. Ken Dart 8277 6115

Valiant Charger in fairly original condition with good body. Prefer 770 VJ -VK. Phone Kelvin 07 49597003 0427 026 504

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