



THE
CHRYSLER
COLLECTOR

Number 168

January / February 2007

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	0414 332 594	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, 6 Hastings Road, 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	0419 294 052	ah 8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070	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
Committee:	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158		ah 8381 9665
-	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 Bermingham, 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	0438 285 807	8285 8072
<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 2 March 2007. Corrections/amendments until Sunday 4 March 2007. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

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

COMING EVENTS

CLUB MEETINGS

- 14 February 2007**
Annual General Meeting
- 21 February 2007**
Committee Meeting
- 14 March 2007**
Club meeting
- 11 April 2007**
Club Meeting
- 9 May 2007**
Club meeting
- 16 May 2007**
Committee Meeting
- 13 June 2007**
Club meeting

CLUB RUNS / EVENTS

- 27 January 2007**
Committee BBQ
- 4 February 2007**
Registration Day at CCC
- 10 February 2007**
Bowls Night
- 18 March 2007**
Fleurieu Peninsula - Trevor & Lorraine Beythien
- 17 June 2007**
Pub Lunch - Ross Fleming

INVITATION/OTHER CLUBS' EVENTS

- 18 February 2007**
All American Day
(Novar Gardens)
- 25 February 2007**
All Chrysler Day
(Lockleys Primary School)
- 3-4 March 2007**
Power of the Past - Mt Barker
- 16-18 March 2007**
Chryslers on the Murray
(Albury)

6-9 April 2007 (Easter)
Mildura Vintage Vehicle Club
17th Biennial Vineland Rally

22 April 2007 [rescheduled]
CCC Run (by VSCC)

30 April - 12 May 2007
FHMC Mid North Meander

18-20 May 2007
Kernewek Lowender (Moonta)

30 Sep - 6 Oct 2007
11th Chrysler National Rally
(ACT) - Brenton Hamilton

SWAP MEETS

18 February 2007
Campbelltown [note early date]

18 February 2007 [corrected]
Mt Gambier

23-25 February 2007
Ballarat

18 March 2007
Clare

5 May 2007
Naracoorte

27 May 2007
Kapunda

10 June 2007
Kadina

2007 CHRYSLER NATIONAL RALLY

30 Sep - 6 Oct 2007

Will be based at the Canberra Motor Village.

Entry forms are available from me at coming meetings and runs. If you are going to attend the rally, please study the form carefully, including details of accommodation choices, as it may be difficult to make changes

at a later date because of other events on at Canberra at the same time.

Accommodation bookings for Canberra Motor Village close on 15 Dec 2006. Entries after that date may have accommodation elsewhere.

Rally entrants will receive their receipts and other information from the rally committee in January 2007.

Brenton Hamilton
8387 0419

Entry Forms etc

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



1948 Dior dress

Cover Photo

Trevor and Lorraine Beythien's 1936 Chrysler C7 sedan photographed at the start of the 2005 Christmas Picnic. *Photograph Richard Tapp*

COMING EVENTS

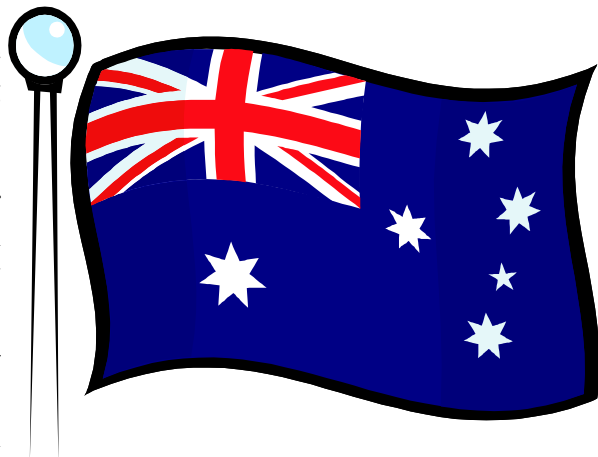
2007 Australia Day Weekend Tour

Weekend 26-28 January 2007

If you are looking for something to do for the Australia Day weekend, Trevor & Lorraine Beythien will be attending the above Rally from Friday 26th to Sunday 28th January 2007. We and other members of the CRC of SA have attended this rally previously and enjoyed it so much that we are making a return trip.

If you are interested in

travelling down together, or finding out more, please contact



Trevor or Lorraine. We will travel down on Thursday and returning Monday.

We have received the itinerary and it looks like another fun filled weekend and Mt Gambier is usually cooler than Adelaide at that time of the year.

Trevor & Lorraine
(08) 8449 8905

Registration Day / Sausage Sizzle

Sunday 4 February 2007

Come along and pay your membership fees and update the historic registration on your

vehicles.

Bring your Rego papers and log books for updating between 10 am and 2 pm.

Join in for a sausage and have a chat.

Dave & Gaye Aylett
8381 9665

Ten Pin Bowling Night

Saturday 10 February 2007

Meet at Marion Bowland at 5:30 pm in the under cover car parking. I imagine a 6 pm start for two games each sounds OK. Cost for two games including shoe hire is \$14 and should finish around 8 pm. I have booked for 30 people, anybody

can play and its good fun – no matter what age you are!! Note : The two games is not mandatory, you can play just one game if you wish.

You can get snacks (viz hot chips and basic meals – rolls and burgers etc). There are

eating places at the Marion Complex, or you can finish up at a Hotel Viz The Warradale or the Marion Hotel. It might pay to book if you wish to go to the pub See you there!!

Ross Fleming
8356 9391

Goolwa via Fleurieu Peninsular

Sunday March 18th 2006

Meet at the old weigh bridge, at the Top of Taps on South Road at O'Halloran Hill at 9.00 am for 9.30 am start.

We will be travelling via Yankalilla to the bakery for morning tea. They have great coffee and cakes.

We will then travel to Goolwa and onto Hindmarsh Island visiting the Marina for lunch.

You may have a picnic lunch at the marina or dine at Rankins Landing Tavern.

Meals at the tavern start at \$13.50 for fish and chips and \$14.50 for hamburgers to steaks at \$28.50.

If you are not attending the February or March Meetings please advise us if you would like to purchase morning tea or lunch, so as the bakery and

tavern can be forewarned to have extra staff

If you have BYO lunch, bring chairs and tables. There is some shade. You may wander around the marina after lunch if you would like.

For any more information please ring us.

Trevor or Lorraine Beythien
8449 8905

FROM THE COMMITTEE

President's Message



Welcome to the New Year. I hope you all enjoyed the spirit of these past few weeks and that you found time to share peace and prosperity amongst family and friends.

As the memory of those events rapidly disappear into the sunset, its time to pick up the reigns and focus on the year to come. It is without doubt shaping up to be a big year with events such as the National Rally and Mid North Meander taking up a large slice of our activities. All of these events revolve around ordinary people like you and I taking time to help in the organizing of such events; so I ask that you each consider what you can do to share the load.

We will shortly be looking for a new committee and this may present the opportunity for you to display those hidden talents. Don't forget that every activity that takes you out in your pride and joy is in part due to the labours of someone else in the organisation, so perhaps think how you might contribute to the successful running of our club.

A rather spectacular outing I took part in over the break was a run organized by the

Chrysler Car Club; it was an open invitation to all clubs to join in an evening run on the last Saturday of the year. This has become a regular event by all accounts and is a real credit to the organizers.

The meeting venue was Port Adelaide K-Mart car park and I would estimate that there was upwards of 300 vehicles in attendance ranging from baby Fiats to Rods and Muscle cars and everything in between. A very relaxed and informal atmosphere prevailed with owners and spectators from all fraternities wandering and conversing throughout the event. I thought it was an excellent example of all the different motoring interest groups being able to meet on common ground and display their passions.

Events in the shed have been sidetracked by the purchase of a Vintage Caravan, something I said I would never do. However it fits the era of the Chrysler Royal and with a coat of paint and new curtains it will add another dimension to our motoring activities. We have in mind to try it out on the Mid North Meander and if Cath and I can last the two weeks in close proximity, then on to Canberra for the National Rally.

Whilst talking of shed issues I had the

opportunity over Christmas to chase up a 1933 Plymouth sedan on behalf of another club member. It was located on a farm in the Horsham area and with some trepidation I went to the property thinking that despite the owners assurances it would be a basket case. Much to my surprise it turned out to be exactly as he described it – parked in a shed in 1969 with 48,000 miles on the clock!

With air in the tyres and a battery under the seat it fired up and away we went across the paddocks; one of those dream stories you read about in somebody else's life. The down-side is that the new owner is going to rod it. Never-the-less he did have the foresight to offer the running gear to a restorer. So they are still out there; you just have to look a little harder.

I must conclude with heartfelt thanks to the committee of the year just past. As I said earlier, this club of ours revolves around people making contributions throughout the year. Things don't just happen. It's the efforts of these people that keep the wheels turning.

Thanks to all of you. Safe and Happy motoring.

Chris Howes

Secretary's Jottings



Seems this last year has gone quicker than the previous year, funny how this seems to happen every year! These jottings will be fairly short, as it will be the quiet time of the Club calendar.

I thought the Athelstone Football Club (plus Judy and Chris) did a terrific job with the catering for the Annual Dinner – an absolute Superb meal, well presented.

While on the subject of the Annual Dinner, hats off to the award

winners. Its great to see the element of surprise at such presentations. While its not for me to comment, I will anyway. A great choice Chris, to Steve Tyler, who works away quietly in the background while improving the library and being always happy to assist. Good on you Steve.

Another highlight recently was the guest speaker for the November meeting arranged by Norma Schopp, Anne Beadell. What a most interesting story or stories she has to tell, and it is real pioneer stuff into

the bargain. Well done Norma! Elsewhere in the Magazine you should get information on the Ten Pin Bowling evening on the 10th February at Marion Bowland, (a Saturday night) – should be a bit of fun, and always good for a laugh.

Well, I reckon that is enough for now, Hope you all had a good Christmas, and Kenny Dart I trust you are firing on all fours again.

Good motoring to all.

Ross F

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Trevor and Lorraine Beythien, Dave & Gaye Aylett, Ross Fleming, Chris Howes, Wayne Bartlett, Beth and Colin Scown, Gil Purdie, Sandy Martin, Chris Wantuck and Elizabeth and Malcolm Curtis.

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

Richard Tapp

WEBSITE STATISTICS

	November 2006	December 2006
Visits	1,380	2,762
Pages	2,811	4,097
Megabytes	1,479	1,418

CLUB NOTES

Historic Registration

The club's financial year ended on 31 December 2006 and renewals are due from 1 January 2007.

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 notices are included with this January/February issue of the Chrysler Collector.

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

You may come to the club Registration Day on 4 February 2007 and pay your membership fees and have your log books updated. See details elsewhere in the magazine.

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

Member Profile — Trevor & Lorraine Beythien

PLEASE TELL US ABOUT YOURSELF AND YOUR CAR(S):

Trevor & Lorraine Beythien 1936 - C7 Chrysler Airstream and Vintage Caravan

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

Shannons Insurance recommended CRCA as a suitable club for our car.

DID YOU KNOW ANYONE IN THE CLUB?

No, but at the first meeting we attended, we met up with Margaret Winston who had taught our son at Primary School.

WHAT YEAR DID YOU JOIN THE CLUB?

1999 – one month after we retired.

WHAT CAME FIRST THE CAR OR THE CLUB?

The car came first.

WHERE AND HOW DID YOU FIND YOUR CAR?

The car was purchased from Queensland without prior viewing. We picked the car from an add in “Just Cars” magazine and after discussing it’s condition with the honourable used car dealer, we paid for it and had it transported to Adelaide.

The first time we saw the car, it was being unloaded at our front gate. In shock? No, it was generally in the condition that we had expected it to be.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

The car was an older restoration, I believe in 1978. Since we have owned it we have generally tidied it up. Refer restoration story in Magazine #143 Nov/Dec/ 2002.

DID ANY MEMBERS HAVE ANY INPUT WITH YOUR RESTORATION? IF SO WHO?

Dick Hart was a great help with engine, mechanicals and brakes. His knowledge and the manner in which he was prepared to go out of his way

to help, was really appreciated. Mike Trengove also assisted with the painting of mudguards etc.

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

Probably should have got it for blowing a head gasket whilst in Tasmania on the Tattersall's Rally and even more so for doing the rally to Canberra only a few months after purchasing the car and not carrying one spare part. Pretty stupid, hey.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

Meetings are meetings, but I do enjoy some of the guest speakers. I guess that doing club runs are my main interest. I also like doing the longer rallies, like PADARC and Mt Gambier etc.

WHAT IS YOUR AMBITION IN THE CLUB?

I do not have committee aspirations but don't mind helping out at club events when required.

DO YOU HAVE A STORY THAT NEEDS TO BE TOLD ABOUT A CLUB MEMBER? (DON'T LET THE TRUTH HOLD YOU BACK).

I attended “Chryslers on the Murray” last year with my 1936 Chrysler, on arriving at the caravan park I found Bob Birmingham staying there in a cabin. This was OK but I thought he was a big sook for taking his new modern car (*Ford*) to an event like this.

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

Swap meets have been good to me for some minor parts. I find eBay are a good source for parts as well. The social side offers a good day out at many of the local swaps.

WHAT HAVE BEEN SOME OF THE HIGHLIGHTS OF YOUR TIME IN THE CLUB?

Highlights have mainly been through social interaction with other club members and the enjoyment of taking the old car on the more extended rallies.

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

Yes I do enjoy club runs and together with Lorraine we hope to arrange a club outing early in the New Year. Some more mid-week events could be a good option also.

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?

I was all for it – the shed was waiting for it and we now had the time, since we had just both retired.

HAS HIS EFFORT BEEN WORTH IT?

Definitely – We have met so many great people because of the car.

DO YOU THINK HE WILL EVER FIND THAT LAST PART AT A SWAP MEET OR ON EBAY?

I don't think so, but it also lets me look for girly bits and pieces too.

**Wayne Bartlett
“The Profiler”**

Photo: Richard Tapp



CLUB NOTES

Thank You

THANK YOU

I would like to acknowledge the help we received from Ross Fleming and his wife Peggy during the Bay to Birdwood weekend.

We were on our way to Adelaide to participate in the Bay to Birdwood with our 1937 Plymouth and about 100 km from Broken Hill we had mechanical problems, so had to turn back. We decided to still come down in the modern car, so as not to disappoint our grandson who was travelling with us and looking forward to being in the Bay to Birdwood.

On contacting the Chrysler Club we were referred to Ross Fleming, who generously lent us his 1956 Dodge Kingsway, so

that we were able to participate in the Bay to Birdwood.

By way of your magazine we would like to say a big thankyou to Ross and Peggy for their generosity.

Beth and Colin Scown
Broken Hill

THANK YOU

I would like to thank the C.R.C. Committee for presenting to me the Allan Toul Memorial Award.

As I was left virtually speechless I would like to take this opportunity to thank my willing helpers who all deserve a part of this award. Most importantly I thank my daughter Alison who at 14 years has been secretary, treasurer and computer expert for

Victories Down The Murray, Denis Thompson, David May, Trevor and Loraine Beythien, Richard Wood, Geoff and Del Kolberg, Neil Wormald, Richard Tapp and Malcolm and Maxine Bean and all the other helpers in this great club of ours.

With many thanks.

Gil Purdie.



Photo: Allan Martin

Charger Club of WA website

Wayne Bartlett has forwarded a link to : www.chargerclubofwa.asn.au/production.htm which has the following information:

Model Spotlight (added monthly):

- R & S Series Valiant (1962)
- AP5 Valiant (1963-64)
- AP6 Valiant (1965)
- VC Valiant (1966-67)
- VE Valiant (1967-68)
- VF Valiant (1969-70)

- VG Valiant (1970-71)
- VH Valiant (1971-72)
- VJ Valiant (1973-75)
- VK Valiant (1975-76)
- CL Valiant (1976-78)
- CM Valiant (1978-81)

Chrysler Production Info :

- Chrysler Production Numbers by Model

Option/Paint/Trim Codes, VIN Numbers, Engine Numbers etc:

- Chrysler Option Codes

- Chrysler Paint Codes
- Chrysler Interior Trim Codes
- Decode Engine Numbers (Hemi)
- Decode Engine Numbers (V8) - VG to CM
- Decode VIN Number - VC to VF
- Decode VIN Number - VG to CM
- VIN Decoding - American Mopars
- Calculate Engine Capacity
- Australian Design Rules

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

PAST EVENTS

August 2006 Meeting - Ned Clymer

Ned Clymer is a retired Chrysler International executive who spoke to us at the August 2006 meeting. Continued from previous issues ...

Ned next spoke about the K-car (Dodge Aries / Plymouth Reliant). Chrysler sold about 2 million of these which enabled the Corporation's government guaranteed loans to be repaid spectacularly ahead of schedule.

Whilst Lee Iacocca gets the credit for the K-car, Ned said it was Bob Lutz who did all the

work Lutz now heads GM ...

Ned referred to the Iacocca / Kirkorian attempt to takeover Chrysler and how this was followed by "merger" discussions with Daimler Benz.

Ned's view was that the merger had worked out well for both parties. Before the merger Chrysler Jeep vehicles were available in 4 countries. The vehicles are now available in 140 countries and the group is well positioned with small economical vehicles.

Ned said that Chrysler had recovered magnificently and that we can look forward to Chrysler's presence in the market for years into the future.

Ned's final comment was to note that 20 years ago Chrysler had 25 plants around the world — which were generally doing well — which all had to be sold as part of the political compromise when Chrysler "got into trouble".

Richard Tapp

Marble Hill Run

12 November 2006

Saturday night brought a huge storm and doubt in our minds if the run to Marble Hill would still go ahead. Sunday morning turned out to be quite pleasant, but we decided, after much debate, to take the Commodore, to be on the safe side as the hills still looked a little gloomy.

We arrived at the club rooms to the razzing of club members "chicken, where's the De Soto"? (especially from one other De Soto owner who had braved the day and brought his along). After leaving the club rooms

there was quite a discussion going on within our car and when we arrived at the intersection of Cross Road and South Road it became too much for Allan who made a quick dash for home to change cars.

On our way again, rugged up and hood down (of course) we headed up Greenhill Road and then into the hills, quite a climb. The De Soto did not appreciate the steep hills, and as Allan would say failed to proceed twice much to his bewilderment. I was not sure he had made the right decision as big raindrops started to appear on the

windscreen, but as fortune would have it cleared up quickly. After a scenic and somewhat eventful drive we arrived at Marble Hill about 30 minutes after the other members had arrived.

We parked the roadster with the other 24 cars around the ruins which made for a magnificent sight.

The sun shone brightly as we ate our picnic lunch on the lawn in the lovely rose garden with the other club members, and Allan assured me he had made the right decision by swapping cars.



PAST EVENTS

2006 Christmas Picnic

10 December 2006

Gil and Malcolm take a bow! This function, once again held at Beefacres Reserve, was a great success, with a large number of adults present in addition to the ever increasing number of children.

Gil insists Maxine Bean was a

huge help in the success of the day, and one would have to thank all those helpers who set up the meal distribution, and kept the whole process working well.

Father Christmas no doubt enjoyed the ride in the blue Xmasmobile, piloted by the President who also had a fair

input in the proceedings.

Incidentally, the whole crew should be applauded for putting on some good weather after the stinking hot day on Saturday prior to the picnic.

Thanks to all those willing helpers for a great day.

Ross Fleming

Marble Hill Run (ctd)

After lunch we explored the ruins and stables and marvelled at what it must have been like back in the days of all its splendour. We then climbed the stairs to the observation tower for a fantastic panoramic view of the surrounding valleys.

After more socialising and photos (of course) we left about

2.30 p.m. for a lovely picturesque drive home through the hills (a thing you can really appreciate with the hood down, as Allan always says).

Another great club run. Our thanks to the organisers Cathy and Chris Howes.

Sandy Martin

Photos—Richard Tapp

Below, members smile (and wave) for the camera – this being taken from the top of the tower.

At bottom, a panorama of the club cars in the grounds, as distinct from the public car park.



RESTORATION STORY

Our new ute - REX-337

It all started on a Saturday morning at the Nuriootpa wreckers. I saw this VC Ute outside that came from Clark Motors, the same dealership REX-335 came from with a near perfect example of the dealer's sticker on the rear window. We waited for the owner to return to his car and I asked him if he would mind taking a photo of the sticker and then email it to me, so I could try to have some made for our VC wagon (now Graham Bailey's car). He didn't mind doing that at all.

I also said if you ever want to sell the ute let me know, so we exchanged details. Around 12-18 months later I received an email saying he wanted me to buy the ute and restore it. After 3 trips to Littlehampton we finally got to drive it home.

First trip it wouldn't pump fuel. Second trip returned with another fuel pump; now pumps fuel but no spark or battery. He left the ignition on and burnt out the points and flattened the battery. So it was back the next weekend with a spare dissy and coil - and with a small backfire away it went. So off we went



homeward bound, and he even gave me a couple of hundred discount for the trouble.

Now to get quotes to repair the body which was fairly straight but rusty. Well I don't think the first guy really wanted to do the job, not by what his quote was anyway. Then a friend of a friend came over for a look, you know how it goes. He got the job, said give me two months and you'll have it back (Ha Ha Oct 2004).

So with that Barry Just and I got stuck into pulling it apart with my newly acquired air tool kit and had it stripped to a bare shell in just over 2 hours and the guy picked it up the next day.

We got it back in August 2006 and I have been

slowly putting it back together, with all it's new or restored parts.

There have been many hours spent on eBay sourcing new bits and pieces for it such as new front and rear window rubbers, fuel sender seal, badges etc etc.

The ute follows on in it's forerunners tread tracks with the REX number plates, with this being REX 337. We have had the front and rear bumpers reset and re-chromed, re-chromed mirrors, dash, tie rails and radio faces, all new loom clips and stickers under the bonnet. All the stainless is polished, steering wheel restored to it's former glory, new hood lining, visors, firewall sound deadener, seat trim, carpet and even the glove-box lid is unique as it has been painted by Pro Hart. I am not all that sure that it will stay there though as it would be worth a bit now.

It has been painted with 2 pack



RESTORATION STORY

Our new ute - REX-337 (ctd)

with a clear (around 8 coats I think) in a similar colour only with a little more beige and not so much pinkish colour in it, over a bare metal body rubbed back by hand and I had most of the bolt off panels sand blasted. All the rust, which there was a fair bit of, has been cut out treated and new panels either bought from the Panel House at Kilburn or hand made by the painter (magic hands) to an end result of no rust.

As mentioned before REX-337 was delivered from the same dealership as the old Safari REX-335, Clark Motors at Hillcrest, so it was back down to the Brick Works sticker guy who still had the dealer sticker on file.

Now for the engine. Well I was just going to give it a clean and a paint and refit it, but after sitting around for 2 years I thought we would pull it down for a look. Glad we did, I don't think the oil had been changed for a very long time. It was black as black inside there. It had no ridge in the bore to speak of and thanks to the club tools that has gone, so now

that has been rebuilt (with a lot of help from Brenton Gibb) and is now repainted to it's former glory also.

By the time this goes to print he should be on the road and run-in and been back to the painter for his final cut and polish and ready for his first run, which will be the President's breakfast run.

I would like to thank my friends, Brenton & Lindsey Gibb, Karl Mueller (my best man & trimmer), Barry Just, Graham Jenkins (new member), his mate Greg the painter, Mildura city Radiators, Greg Lind, Graham Tonkin, the Locke boys, Rolf from Exact Fit carpets, The Parts Boys (for great discounts), Karl - Salisbury Automatics, Rodney, club tools, Gibbs Garage Orroroo, Stevens Motors Laura, Pro Hart (deceased) and last but not least my wife Marianne for putting up with my moods while things were taking so long to get done.

Wayne Bartlett
one very happy VC Wayfarer Ute owner
VALIANTS are my passion
Photos: Wayne Bartlett



TECHNICAL FORUM

Electrical Connections - The importance of soldering

Chris Howes forwarded me this article from the Antique & Classic Lincoln web site of Chris Wantuck. It is reproduced with Chris Wantuck's permission and acknowledgment to the Lincoln Owners Club (LOC) and the Classic Car Club of America (CCCA). The original article can be found at http://www.monmouth.com/user_pages/friartuck/lincoln/restoration_tips/restoration_tips.html.

So much depends on the electrical system that during restoration or maintenance, extra care should be given to not only the wiring, but more importantly their connections. This restoration tip examines good connection techniques and the importance of soldering.

Electric currents run through the vehicle's wiring from many different components. There are sources such as the battery or generator and there are loads, the components that require the current to operate. Ignition coils and breaker points, headlights and taillights, horns, and fans are all examples of electrical loads.

All of these have one thing in common, they use wire between them and all use some sort of connector to transition the wire to a fastener.

The most common connector is a wire terminal or lug. They can be open such as a spade or hook type and closed forms are called ring terminals. Electrical connections to these terminals have two properties associated with them; mechanical and electrical.

A mechanical connection is a friction mating of the terminal metal to the wire itself, crimping or crushing the metal around the wire. All terminal types make this mechanical connection to the copper wire and in some cases include the wire's insulation for greater strength. The mechanical connection is intended to provide an electrical connection while also providing strength if the wire is pulled or strained.

Electrical connections are those that use solder around the wire to improve the electric current flow and should not be confused with a mechanical

connection. While strong most times, a solder connection is not a substitute for a good mechanical connection. The best electrical connections include both mechanical crimping of the terminal around the wire followed by soldering.

Wire is rated in sizes called Average Wire Gauge (AWG) which is essentially the wire's diameter, expressed in either inches or millimetres. A 10 AWG gauge wire is approximately 1/8 inch in diameter and 36 AWG gauge, one of the smallest gauge wires, is a mere 0.005 inches or about the size of a human hair.

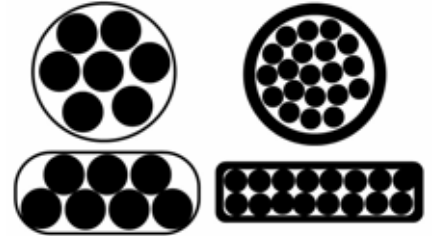
The higher the AWG number, the smaller the wire. Wire gauges can be a single piece of wire called solid core or made up of multiple strands of smaller gauge wires called stranded core. The benefit of stranded gauge wire is that it is more flexible than solid core. Stranded wire can be made up of a few medium size wires, a couple dozen smaller size wires or in certain cases over one hundred very small (human hair) size wires.

Stranded wire examples of a 14 gauge wire include 7/22 (seven 22 gauge wires) and 19/27 (nineteen 27 gauge wires). Overall, the total diameter of the wire doesn't change, just its composition. Stranded wires are tightly twisted together while the insulation is applied during manufacture. The significance of a wire's gauge is the amount of current it can safely pass through it while the number of strands indicates its flexibility. Table 1-1 shows this for some common size wires.

Table 1-1 Wire Gauge Strands, Size and Current Capacity

AWG	Strands	Strands	Diameter (inches)	Maximum Ampere Rating
10	37/26	49/27	0.115	30
12	7/20	19/25	0.093	20
14	7/22	19/27	0.073	15
16	7/24	19/29	0.060	10
18	7/26	16/30	0.048	6

Below: Cross section illustrations of 7/20 (left) and 19/25 (right) 12 AWG stranded wire in terminal collars.



Below: Cross section illustration of oxidation affecting individual wire strands.



The flow of current through the wire to the terminal occurs predominantly at the outmost strands of wire where they make contact with the terminal's metal collar. The contact of single strands, their round edges against the terminal's collar don't provide much surface area to carry the current.

When crimped, the wires flatten out to conform with the collar, but the outer strands are still the connection point for current flow. Even if the crimp is perfect and all strands are making contact, there is a looming problem that began the minute the wire's insulation was stripped: oxidation.

Oxidation occurs on wire strands that are exposed to air which is shown for the 7/20 wire illustration. It deteriorates the wire much like rust does to exposed sheet metal. It begins on the wire's surface which actually passes a small amount of current through it. The current heats the oxidized area which in turn accelerates and creates more oxidation.

This oxy-heat cycle continues to the point where the wire's contact to the terminal is reduced and current ceases to flow (through the affected strand). This puts more current through the other remaining strands accelerating their corrosion. The result is a corroded terminal that prevents current flow and depending on the wire size and amount of current, can become so hot to initiate a fire.

TECHNICAL FORUM

Electrical Connections - The importance of soldering (ctd)

Using a stranded wire with more strands like the 19/25 shown above provides more strands to make contact and less air for oxidation. However, the same process will occur, it just may take longer to fully corrode. The simple way to

improve the contact surface area of the strands to the terminal and

prevent oxidation from forming (by blocking air from getting to the strands)

is to add solder to the connection.

Solder will fill in all around each strand as well as the entire surface area of the terminal's collar. The result is a way for the current to flow through all the strands of the wire and pass through the terminal evenly without any loss. The noticeable improvement will be brighter head lights, tail lights, and brake lights. Even the horn will sound louder and the heater fan will spin faster.

What is equally important is that by taking the time to evenly crimp and solder a wire's terminal, it will provide years of corrosion-free service.

The final part of a good electrical connection is insulating the terminal's collar. The yellow or blue plastic shield found on terminals may become loose after crimping and almost certainly slides off when heated during the soldering process. The simple answer is to just remove the plastic shield altogether and use a special insulator that will conform to the terminal.

Shrink tubing is a vinyl hollow sheath that when heated, reduces its diameter to half of its original size. Two variations are available, thin wall and a thick wall. Both meet the electrical insulating needs, but the thick wall version "just looks better" for auto restoration. Actually using two or even three layers of thick wall shrink tubing over one terminal provides the cosmetic appearance of a rubber insulator originally used in the 1920's - 1940's.

Refer photographs A - D.

A: #10 Gauge ring terminal with and without plastic shield and stripped wire.

B: Crimped terminal, but notice how much space remains between the strands and the collar.

C: Same #10 terminal with solder filling in all the gaps.

D: Completed ring terminal connection with two thick layers of shrink tubing.

A SOLDERED CONNECTION PROVIDES 3 TIMES BETTER CURRENT FLOW THAN JUST A CRIMPED CONNECTION.

SUMMARY:

1.. Use new wire when possible. This can be cloth covered over vinyl to maintain original appearance that is now commonly available from specialized suppliers.

2.. Strip wire using wire strippers that have gauge settings or notches for the size wire you're working on. Using a knife to cut around the outside insulation may cut into the strands which defeats the purpose of making a good connection.

3.. Crimp the terminal using flat nose electrical Lineman's pliers. This ensures that the collar is flattened evenly and not just in the centre.

4.. Use only rosin core 60-40 solder that is intended for electrical applications.

5.. Use a heat gun or hot-air hair dryer to apply the shrink tubing. Never use an open flame.

6.. Select the proper gauge wire which is especially true for 6 volt systems. Generator and ammeter connections may very well carry 25 amps total which calls for 10 gauge wire. Use the largest gauge wire where possible, especially for high current loads such as the head lights.

7.. Ring terminals provide better contact area over spade or hook terminals.

8.. Select the proper terminal for the screw size. Using a #10 ring terminal for a #6 or #8 size screw is too big and current will not flow properly.



Chris Wantuck

MOPARS IN THE OUTBACK

Have Dodge, Will Travel

During our holiday to Broome in August we pulled into an overnight stop known as Mary's pool, west of Halls Creek.

It was about dusk and we were making ourselves known to some of the other travellers when a 1940 Dodge ute came in with a large fifth wheeler in tow!

The owner was Bruce Robinson from Queensland. He had found

the ute in a rubbish dump where it had spent 20 years with the front missing. He restored it in 5 months! Bruce also made his caravan from scratch ...

Bruce has two more 1940 Dodges back home, a coupe and a restored sedan.

Bruce had travelled from Queensland to Broome and was on his way back home when we



met him. The dependable Dodge had been doing a marvellous job, without any problems.

Elizabeth and Malcolm Curtis



A Fallen Royal

I received this photograph from some people who were out four wheel driving, and wondered what they had come across.

Their assessment was pretty much on the money: "It is pretty much good for nothing."

They did say that "most of the dash is ok" for what they may be worth.

I have asked them if they are prepared to say where the car is, in case anyone wants to pick over the corpse ...

Richard Tapp



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

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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

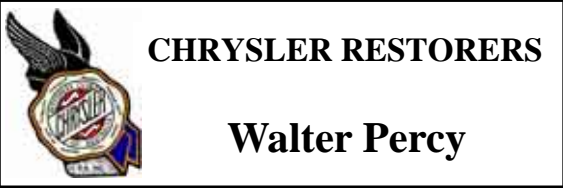
All prices include our emblem embroidered on the article

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



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

Free. 3 x 1930s 16" rims and 525-16 tyres. Two tyres OK, 2 plain hub caps with no obvious marks or names, 2 hubs that have been converted to suit a trailer, the brake holes have been covered over and possibly the brake pads removed. Care of Editor. (see pic)

Dodge Phoenix and 1938 Dodge, runs, needs trim, contact Greg Newley 8276 6322

Austin 10 front windscreen and 1939-40 Austin 10 parts, Doug Sweetman 8554 2286

Dodge engine KEW 2B18465, carb and part of distributor, Paul 8552 3300 [Victor Harbour]

Chrysler Royal windows, front and rear screens and sides, \$300 Carol, 8284 1150 or 0438 306 482

VE ute [RBN-786], running, \$5,000, Nas 0433 124 345 (at Enfield)

Inlet manifold for 225 slant 6 Valiant red motor, \$20. Workshop manual R to VF Series Valiant, Scientific Publications \$10. Workshop manual VG to VJ Series Valiant, Scientific Publications \$10.



Geoff Glynn-Roe 8264-7264

Beige vinyl and matching beige leather (same patterns) to suit Valiants and Chryslers of late '60s to early '70s. 10 metre roll of vinyl, 12 square metres of leather. \$750 for both, Tony Traeger 8522 5953

1968 Schradar 10' x 6' caravan, new tyres, fridge and 2 burner stove, 3 berth, 410 kg registered to Feb 07, \$2,500 ono 8540 2279 [info from October 06]

1974 VJ Valiant Regal sedan [SYJ-836], 265 hemi, 727 trans, air, tow bar, \$4,500 neg, Mike 8258 6726

1977 Chrysler Regal SE, aqua with beige leather trim, Chip Thomas 0408 827 9770

1977(?) CL Valiant utility, auto, in primer, needs need good tidy up, \$1,00 [sic—Ed] Jeff Hendry 8581 1123 [Light Pass]

1978 Jaguar XJ6 series II, blue with blue cloth trim, absolutely pristine, Chip Thomas 0408 827 970

1981 Land-Rover diesel tray-top, new top end, injectors, pump, clutch kit and starter, good work horse, Chip Thomas 0408 827 970

1985 VK Holden Calais, red with grey velour trim, factory 5.0

litre V8, manual, recon top end and transmission, Chip Thomas 0408 827 970

1985 Harley Davidson sportster, black with chrome wire wheels, low km, perfect, Chip Thomas 0408 827 970

WANTED

Dodge DA (Budd Body) rear door window winding mechanism (both sides) or a look at a dismantled one so I can take some measurements, John Courtney 8532 4107

1933 Dodge or Plymouth ute or car chassis or 1934-35 Dodge KC chassis 111" or longer wheel base. Contact Neil Barns Pt Lincoln 08 8684 4205

BB1 Carter carby or any parts in particular the bottom section. George Mills, 0412 711 736 / 08 9418 4467 (WA)

Slant 6 suitable for rebuild, Chip Thomas 0408 827 970

Valiant AP6 V8 or VC V8 or even VE-VG V8 sedan. Can be original or modified. Dino 0424 870 043.

Set of 4 x 5" VF Regal wheel trims in good condition. John Fraser 03 9370 0178

Charger VH, VJ or VK, George Papas 0410 561 656

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PLEASE NOTE

If you have sold your vehicle and have not notified the historic registrars and returned your log books for cancellation, please do so before the new registration period - March 2007.

Thank you.

Dave and Gaye Aylett

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