



THE
CHRYSLER
COLLECTOR

Number 169

March / April 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:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
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:	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
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
-	Bob Bermingham, 7 Hermitage Court, Burton 5110	8280 9904
-	Sandy Martin, 14 Tyson Street, Ashford 5035	8297 8476
-	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093	8263 5416
-	Garry Williams, 11A Wisdom Street, Seaton 5023	8353 0027
-	Rhonda Williams, 11A Wisdom Street, Seaton 5023	8353 0027
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>North:</i>	Wayne Bartlett, 33 Todd Road, Para Hills 5096	0438 285 807 8285 8072
<i>North:</i>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
<i>North:</i>	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
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 e-mail 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 27 April 2007. Corrections/amendments until Sunday 29 April 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 preferably 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

11 April 2007

Club Meeting - Russel Walsh, model maker

9 May 2007

Ashley Farrow - installing a cycle speedometer in old cars

16 May 2007

Committee Meeting

13 June 2007

Club meeting - Show and tell, bring your treasurers ...

CLUB RUNS / EVENTS

18 March 2007

Fleurieu Peninsula

22 April 2007

CCC Run Southern Vales area

6 May 2007

Farming as it was - Monarto

17 June 2007

Pub Lunch - Ross Fleming

INVITATION/OTHER CLUBS' EVENTS

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]

SE Coast Auto Fest, Encounter Bay Oval

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 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.

Brenton Hamilton
8387 0419

Entry Forms etc

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

New Members

Nick Vosnakis Beaumont	1924 Dodge Roadster	Jarryd Just Paralowie	1967 VC Valiant
Graham Jenkins Deborah Cole Elizabeth South	VK Valiant CL Chrysler	Onnorio and Glenis Capello Sturt	1976 Chrysler
Frank Trimboli Salisbury	1935 PJ Plymouth	Malcolm and Loella Bartlett Cobdogla	1925 Dodge tourer
Michael & Sandra Kelman		Fotis and Maria Zabanas Ramco	1964 Valiant AP5 1965 Valiant AP6
Mark Hallett O'Halloran Hill	1975 Chrysler Cordoba	Daniel & Janine Boffo Tusmore	1967 VC Valiant
Barry & Sandra Ellis Broken Hill	VJ Valiant plus Nash, Overland, Wolseley, Standard, Triumph	Phillip Stanford Victor Harbor	1951 Plymouth Cranbrook
Richard Juventin Hampstead Gardens	1963 Dodge Phoenix	Andrew & Sharon Norton Hallet Cove	1924 Dodge tourer

Cover Photo

Gail DuBois' 1962 S series Valiant sedan, photographed at the start of the 2007 Ray Miels Memorial President's Breakfast Run. April will be the first anniversary of Malcolm's passing. *Photograph Richard Tapp*

COMING EVENTS

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

Combined Car Clubs (CCC) 2007 Run

Sunday 22 April 2007

Members to assemble for the run at Marion Swimming Centre, Hendrie Street, Parkholme at 9:30 am for a 10 am start.

The run is suitable for both vintage and classic cars and will involve a leisurely drive through some rarely used roads in the Southern Vales area, where we will stop for a BYO morning tea.

The run will then take an interesting route back to a surprise lunch stop in the Morphett Vale area. BYO lunch.

Brenton Hamilton
8387 0419

Farming as it was

Sunday 6 May 2007

Come and see farming practices of days past in operation. So what is it? It is a demonstration of farming related activities as they were carried out in years gone by.

The organisers are not interested in static displays; all activities must DO something. The organisers are happy to set aside an area for the

Chrysler Restorers Club to park together and spectators will of course find our vehicles very interesting.

If members want to participate in the day's activities, you would need a commercial type vehicle and cart hay from one spot to another - or some such activity.

There are food and drink stalls, bar

facilities, wine tasting and sales, clothing stalls and a charity auction will be held at 2 pm.

BYO tables, chairs, food, drink etc or purchase at fair.

Meet at the Colonial, Glen Osmond Road at 9 am for 9:30 departure.

Brenton Hamilton
8387 0419

Collectors Show and Tell

Wednesday 13 June 2007

Some years back we had an evening where anybody who had a hobby, collection or favourite pastime could display their treasures in the clubrooms.

For the June meeting we decided to repeat the exercise.

So if you have a particular passion and wish to display it, as well as reveal those hidden talents, then bring it along and we will set up

some tables after the meeting, here you can dazzle us with your true first love.

Chris Howes
8165 3971

2007 Pub Lunch

Sunday 17 June 2007

This year's lunch will be at the Normanville Hotel.

Meet at the weigh bridge on South

Road, near the top of Tapley's Hill, at 10 for a 10:30 departure.

The cost is \$15 per head for a choice of 2 main courses, 2 sweets and tea or coffee.

Booking sheets will be circulated at club meetings but if you won't be at meetings telephone me direct.

Ross Fleming
83569391

FROM THE COMMITTEE

President's Message



Let me open with a special thanks to our new Committee; the new members are especially welcome as it provides the opportunity for fresh ideas and discussions.

Graham McRae has generously volunteered to take the Vice President's position and I propose to have him play an active part in this years proceedings. Many thanks to our departing VP Ken Barnes who steered us through an interesting couple of years and I know he is looking forward to a well earned rest.

Our first Committee meeting set the program of events and speakers up till June so there is still a lot of room for ideas and outings from the floor. If you have a suggestion just let a Committee member know or bring your ideas to a meeting.

Both the Breakfast run and

Registration day were well attended which indicates we are still ready to mix and display our wares.

There has been an increase of activity with events outside the club, one being the All Chrysler Day which attracted 10 of our members who set up a display. It seems the day was very successful and trophies were won by some of our entrants, congratulations to all of you who attended and promoted our club.

I believe there are benefits for all to be had by sharing and promoting the historic car movement with other organisations and it sure does help to broaden our horizons.

Some of us moved further afield. David Crichton and I made the annual trek to Ballarat which just seems to get bigger and bigger but not necessarily better if you are after vintage parts. As always we had a mix of seasons with heat, rain

and fog within the three days. This coupled with the dry and dusty state of the field made it hard work to get round the stalls. Whilst I had some success in finding bits and pieces for my Dodge ute there wasn't much else on offer in the Chrysler range. David managed to sell some vintage bearings but that was about it.

One other benefit in going to this event is the socializing that occurs with interstate members as well as our own, there is always plenty of gossip about projects and happenings with individuals which makes the travelling all worthwhile

There are activities aplenty over the next few months so no excuses for sitting at home, get the old dear out brush off the dust (no washing) and join in. I look forward to seeing all of you.

Safe and happy motoring.

Chris Howes

Secretary's Jottings



Nice to see the new year is once again well on its way, with The Rego day, All Chrysler day, Breakfast Run along with the Rock & Roll Rendezvous all been and gone.

Your Committee has planning well under way for meetings and

club runs for 2007, so I reckon we will all be busy boys!

To add to the list we have the 11th National Chrysler Rally to be held at Canberra later in the year, so please support this event. There are a number of club members also running in the Federation Meander event this year.

Support your Committee ably led by Chris Howes once again, with Graham McRae sitting in the Vice Presidents role, being nurtured by Chris for the Presidential role in the future. That's enough from me, good motoring to all.

Ross Fleming

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Trevor and Lorraine Beythien, Chris Howes, Ross Fleming, Dave & Gaye Aylett, Wayne Bartlett, Allan Martin, Joy Miels, Terry Jones, Brenton Gibb, Michael Buxallen, Ross Bryant, Dave Pollock and Graham Bailey.

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

WEBSITE STATISTICS

	January 2007	February 2007	February 2006
Visits	2,824	1,795	883
Pages	5,102	3,346	2,250
Megabytes	1,799	1,514	961

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

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

The club Registration Day was held on 4 February 2007. This opportunity has now passed.

OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

- Club membership **renewal form**;
- **Payment** (cheque or money order);
- 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 was 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 — Chris Howes

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

Chris Howes – 1925 Maxwell / 1957 API Chrysler Royal / 1971 Dodge Ute / 1934 CB Chrysler Town Sedan (under restoration)

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

A small ad in the motoring section of the Advertiser early 1980 asking for interested people to form a Chrysler Restorers Club

DID YOU KNOW ANYONE IN THE CLUB?

No, I first contacted Brian Ludlum (first Secretary) who invited me to a meeting at the rear of CMV in Franklin Street, there were about 20 people in attendance

WHAT YEAR DID YOU JOIN THE CLUB?

1980.

WHAT CAME FIRST THE CAR OR THE CLUB?

1962 S Series Valiant.

WHERE AND HOW DID YOU FIND YOUR CAR?

I had tried a number of restorations whilst in the military but with all the moving around etc. it just wasn't possible, I had started with a 1952 Ford Custom but just couldn't keep carting it in pieces all around the country. On settling in Adelaide I spotted an S Series Valiant in good condition purchased it and here I am now.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

No the Val was a turnkey drive away car.

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

Not until I started the Maxwell restoration, then the Northern Restorers branch of the club got involved and without them it still wouldn't be finished

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

There have been many disasters in my activities with old cars and I am sure there are many more lurking in

the shed, one that comes to mind is the manufacture of the front cowl rubbing strip on the Maxwell, that shiny piece that should sit under the rear of the bonnet chaffing strip. Rick Frith and I tried and tried and tried to get it right but after destroying many lengths of aluminium I finally gave up and to this day that piece is missing

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

Club runs are great they are probably the most important activity in the club, without them what's the point of having our vehicles. Meetings are sometimes dull and boring if you are out there in the audience, but again, without them there would be no point in having a club as you could never organize anything.

WHAT IS YOUR AMBITION IN THE CLUB?

To see the next generation step up and undertake the running of the club without them we are doomed.

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

One of our dear departed members in the early days would take a can of beans for breakfast seated on the exhaust manifold to heat them up, you can probably guess the outcome.

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

No, particularly with the CB being produced in such limited numbers I don't think I will ever find all of it, but so far I have had a lot of fun trying.

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

Campouts, National Rallies you name it, also the fact that we have developed into a well established and recognised, even envied club. Perhaps the most significant step forward was the establishment of our website by Richard Tapp, this resulted in a huge amount of exposure worldwide and

generates queries and advice all around the globe.

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

You can never have enough runs, particularly if they are aimed at catering to all the members of the club. Recently there has been an upsurge of interest in joining other club outings this has great potential to spread our wings; in addition we plan to have some mid week runs which were successful a few years back.

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?

She is out playing golf and we have a deadline to meet for this magazine so I will take the bold step of answering for her. We purchased our current house largely because of a big shed and roomy kitchen, the best of both worlds.

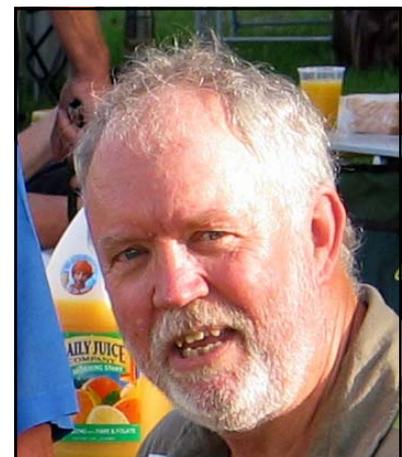
HAS HIS EFFORT BEEN WORTH IT? Ask her next meeting (she mostly has a smile on her face).

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

To date she has done well with a fancy teapot from eBay, now she has discovered quilting there will be no stopping her.

**Wayne Bartlett
"The Profiler"**

Photo: Richard Tapp



CLUB NOTES

Bits and Pieces

CALENDAR

Those of you who are able to attend meetings will know that for 2006 and 2007 we produced and sold a club calendar. This received almost no mention in the magazine, so that country members could be totally unaware of this. It is not a conspiracy; it just happened that way.

The 2006 calendar had one car per month. The 2007 calendar has one main car and two smaller supplementary photos from the same decade. Both calendars were colour laser printed onto quality paper and saddle stitched, without any cover as such; the month of January served as the cover.

A suggestion has been received that we:

- revert to one car per month but have additional photos of that featured car – eg showing rear, interior, boot etc.
- add a page for a dedicated cover (which would increase the cost).
- organise a special day and

venue to obtain photos especially for the calendar.

I have also seen another club's calendar where they put additional small photos over some of the weekdays.

It's your calendar; think about it.

2007 REGISTER

We will be producing a new register of members and vehicles this year. The data will be taken from the membership renewal forms. If your information was wrong on the forms and you didn't correct it, it will be wrong in the Register. Do you need to take action?

RESTORATION SERVICES DIRECTORY

The directory will be reprinted in conjunction with the register. It need your input to update the content.

MAPS NEWSLETTER

Would you like to be on the e-mail distribution list for the Maitland

Auto Preservation Society (MAPS) newsletter? If so, just send a message to Mike Osborne [ozbornes@internode.on.net].

COVER GIRL

Ashley Farrow's newly acquired 1929 De Soto roadster was featured on the front cover of the latest Maitland Auto Preservation Society newsletter.

PILBARA ROYAL

The "fallen Royal" in the last issue is about 40 km north of Karratha in the Pilbara!

If there is some hard to come by part that you think may have survived on this vehicle, the photographer is prepared to try to retrieve it. Contact me.

Richard Tapp



New Chrysler Restorers Vic website

Brendan Plowman has advised that he and Mark Fenton have been putting together a new website for the Victorian Chrysler Restorers Club.

They have now registered a domain name and the new site can be seen at: www.chryslerclubvic.org.au

I have updated the link on the links page of our website, so you can just follow the link from there.



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

Birdwood Country Bash

19 November 2006

Chrysler Restorers Club members starred in the Australian Ute magazine report of the 2006 Birdwood Country Bash. These were:

- Mark Holt, 1949 Fargo
- Alison Pitman and Amber Ellis, Daihatsu
- Rick Frith, 1933 Dodge
- Gil Purdie, 1925 Maxwell
- Trevor and Joylene Way, 1946 GMC

All have photos of their

spectacular looking cars in the magazine.

Alison Purdie

This is how that event is described on the National Motor Museum website:

Country vehicles of all shapes & sizes were celebrated at the inaugural Birdwood Country Bash on Sunday 19th November 2006. The field of 130 vehicles was mainly made up of utes, but tractors and farm trucks added to the spectacle. Entrants were competing for the 'Best 4x4', 'Best Truck', 'Best Tractor', 'Best Trade/Work Ute', 'Best Rural/Country Ute', 'Best Street Ute', 'Best Feral Ute', 'Best Holden Ute', 'Best Ford Ute' and 'Best Chicks Ute' category prizes.

Event goers enjoyed the country atmosphere and were treated to a variety of live music including James Blundell and Donna Boyd as well as bush poetry, line dancing, a didgeridoo demonstration, a sheep dog trial, a mechanical bull, special kid's amusements. There were merchandise stalls and fantastic vehicle prizes along with plenty of food and drink to keep them going all day long.

The event formed part of the South Australian Council for Country Music's, New Country Music Month. The Museum's Ute Exhibition – From Workhorse to Stallion also proved a popular display for visitors.

http://www.history.sa.gov.au/motor/events/birdwood_country_bash.htm

Richard Tapp

Chrysler Car Club Cruise

Saturday, 30 December 2006

Club member's vehicles

gathered before the Chrysler Car Club cruise.

Photo: Wayne Bartlett



Registration Day

Sunday 4 February 2007

Our thanks to the historic

registration officers who updated log books for us on this day. Also to Brian Miles and Trevor Browne

who tended the BBQ.

Richard Tapp

Bowling Night

Saturday 10 February 2007

18 club members and friends rolled up for this evening held at Bowland, Marion – enough to use three lanes, playing two games.

Our regulars, Judy and Dave played well as usual with scores ranging from 50 up to 150. A lot of fun was

had by all despite Margaret Winston trying to break her legs while bowling. This did not deter Margaret from finishing all her allocated shots.

Ages ranged from 70 plus years of down to around 15 yrs of age. Thankyou all for the support, I

know folks enjoyed themselves.

Some went off to the Hotel for a meal; others enjoyed a rare visit to Hungry Jacks for a burger and drink. We enjoyed the company and the burger.

Ross Fleming

PAST EVENTS

2006 Christmas Picnic

10 December 2006

We didn't have any photographs to go with last month's report on the Christmas Picnic.

Allan Martin has supplied these, to rectify that shortcoming.



PAST EVENTS

2007 President's Breakfast Run

Sunday 21 January 2007

Another breakfast run; after last year's heat, this one was cold and windy. An early start as usual for me, arriving at Cynthia and Allan Kemster's at 6 am. The run from Reeve's Plains was very pleasant, with not much traffic in the early morning, resulting in a 7 am arrival at Glandore.

After Chris said some nice words about Ray, he suggested that it could rain and it may be better to stay where we were. A show of hands determined that the run was a "GO" and that at the destination we would decide whether to stay or come back for breakfast at the club rooms.

The run went via Cross—Marion—Oaklands Roads to Brighton Road before turning right into Downing Street and onto The Esplanade, which was remarkable because the sea was washing up to the road. Having come from the north it was great to see.

As we had been driving along, there was this cheeky little Toyota diving between us. To our surprise, as we turned onto the esplanade it had stopped, and there was Richard Tapp perched in the hatch, sheltering from the rain and taking photos.

It was cold and windy on arrival at Kingston House. After some discussion it was decided that we could setup for breakfast with protection from the house. It all turned out very well.

As the house is nominally closed between November and March, a local lass had been arranged to specially show us through. It was built in 1840 as a beach house for the Kingston family. It isn't a mansion but would have been nice as a beach house. *[Kingston Historic House is the oldest building in Holdfast Bay. 1840 was 4 years after settlement began, late in 1836 – I suspect most settlers were living in timber huts or tents at that time – Ed]*

It was interesting to hear of its uses over the years and some of the family's history. *[George Strickland Kingston was Deputy Surveyor in command of the Cygnet which landed in Holdfast Bay on 5 November 1836. His son Charles Cameron Kingston is a forgotten Father of Federation. He was*

an astute and intellectual politician who was instrumental in drafting the Commonwealth Bill and the longest serving Premier in the twentieth century. He was also responsible for many reforms, including women's right to vote in 1895 and the establishment of a state bank. – Ed]

It was going to be demolished in the 1980s but was saved by "Friends of Kingston House". The inspection finished a perfect day.

Thanks to Allan and Cynthia once again for taking me and to my dear friends Kevin and Anna Fagan for coming along. Thanks to Cathy and Chris the day turned out very well despite the weather; it's the company that makes it.

Wishing the club and members a good 2007.

Joy Miels

Once more the breakfast run proved that the restoration of our old vehicles is an ongoing occupation.

I don't know which council is responsible for the Kingston Park area and in particular for the speed humps that we encountered enroute to our breakfast rendezvous.

In my pre coffee state I took a couple a little fast and the Dodges' ton and three quarters performed some interesting bounces. Adjusting the speed helped, however this was after the event.

When I put the Dodge back in the garage I notice it had developed a list to the Port side, or Larboard as the old salts say. Every thing seemed secure, nothing was broken or loose.

Now the funny thing is the car was rebuilt in a gravel floored shed. I even painted it in the same shed, as if it doesn't show, and when the car first sat on a concrete floor, after restoration, it had about one and a half inch list to Starboard. Just right for the road camber but, unhappily, not quite correct. Faced with removing and packing up the front right spring (the easiest option) I thought sod it and I got use to looking at the car with its lean.

Now after six years down the track and thanks to which ever council and our President's choice of route, the Dodge

sits on its garage floor within one quarter of inch of level.

Of greater importance we enjoyed the run and our thanks go to everyone concerned.

Terry Jones



PAST EVENTS

2007 President's Breakfast Run (ctd)

Photographs: Richard Tapp and Wayne Bartlett

Left page: Chris Howes briefing the group; Lorraine Beythien, grand daughter and teddy; Graham McRae's 1924 Nash; Richard & Judy Hart's 1959 De Soto; Ralph and Margaret Winston's 1977 Chrysler CL.

Right page: Gail DuBois and daughter Chelsea; Malcolm Bean, Gil Purdie, Denis Thomson with Kevin Fagan; "The Breakaway Gang" who returned to CCC for breakfast - don't ask!; the Newley 1938 Chrysler C8 and Williams 1937 P4; the May's 1929 Dodge Victory Six and the Hart's 1959 De Soto; The Wormald's 1930 De Soto 8 and the Crichton's 1956 De Soto Plaza.



PAST EVENTS

All Chrysler Day 2007

Sunday 25 February 2007

I would like to start by thanking every one who got up early and made the effort to help us promote our club at this event, which is most likely the best event held each year in SA at which to promote our club and the Chrysler product, to all of those who come to view the cars on display.

Well here we go. Our day started by meeting the first group of members at Harvey Norman's Enfield at 6.30 am. From there we left to meet the next group at IKEA just over the road from the show site. We then pulled out and joined the line to enter the oval. At this stage the line was quite short; this is the reason for getting there early. Within no time at all we were in and getting our area set up which was reserved for us via prior arrangement.

The cars we had belonged to Steve Lovell with the oldest as you all know it's a 1925 Chrysler 58 Tourer which generated a great deal of interest. Also thanks Steve for having all those club Cards to hand out to those interested people who inquired about our club; well done. The next car of age was my old 1938 Chrysler Royal C18 now owned by new member Michael Kelman. Even though this car has been to the last 3 shows it still gets a lot of interest. Then there was Gary Williams with his 1959 Plymouth Belvedere which really cheered up another owner of the same model car that was there also. I would like to thank Gary very much for bringing his car as he was not feeling all that well but still came to support the club.

Then we had Barry Just's very nice grey "S" series Valiant that he has owned for well over 20 years. It was unfortunate for Bazz that he had to go interstate for a wedding, so he taught his son Jarryd how to drive it so he could take it to the show. That's what I call dedicated to the club. Well done mate and thanks.

Then we had Greg Lind's AP6 Regal sedan which was a late entry on the day, also well done Greg and thanks.

Then we had Brian Miles with his 1966 Dodge Dart, believed to be the only one in OZ and boy did this car get some attention. This was proved by him winning the Trophy for BEST A BODY

well done. Brian pulled up behind me in the line outside so I jumped out and asked him if he wanted to join in with our display, thank you again Brian.

Then there was my 1967 VC Wayfarer ute which was just finished the week before Xmas as per resto story in the Jan magazine. I don't mind telling you it sure got a lot of attention also, which was also proved by my winning the BEST, VAN / UTE / WAGON category. I was over the moon with joy.

Then there was Lindsey Gibb's ultra nice green and beige 1971 VG 770 Hardtop. He got caught up talking to one guy for over an hour about his car.

Then we had Brenton Gibb's 1972 Limelight Charger XL which by the way has not been restored and is a beautiful example of how one guy can look after a car for 30 years or so.

Then last but not least there was Brenton's 1978 Chrysler Scorpion, which by the way is for sale, so if you are after a nice little car that would not take a lot to restore that has A/C and power steering talk to Brenton.

By the way I would like to thank Brenton for all his time put into making the flag poles and running our BBQ for breaky and lunch and supplying the shade.

All in all we had ten cars on display with no double ups of models, we had 20s, 30s, no 40s (maybe next year) 50s, 60s and 70s models.

Most think it's a show just for late models, but believe me when I say our cars really were appreciated by all who walked past. We had some Chrysler Club officials congratulate us on our display and were very grateful for us attending.

There was also a black 1922 Dodge Tourer there (no sure if he is a member of this club) this car took out the award for best pre 40's car.

The show attracted over 200 cars from the oldest being the 22 Dodge to the latest model Chryslers and Dodges, 300C, Crossfires and the new Dodge Calibers.

There were some great swap sites with lots of Chrysler parts; this is the place for Valiant parts guys.

I will give you a little warning I am going to start recruiting you guys for

cars for next year's display, to make it bigger and better, straight away.

Just one more time I would like to thank you all for coming and helping to make our Club display as good as it was. You all deserve a big round of APPLAUSE. Thank you.

Wayne Bartlett

Congratulations to The Chrysler Car Club on what from the outside appeared to be a very successful All Chrysler Day. It is quite amazing that 26 years after the demise of Chrysler Australia Pty. Ltd, that there is so much interest still in these vehicles (200 plus cars).

Our day started with the lights on and we entered the oval as a convoy of 10 cars and were quickly ushered to an area reserved for The Chrysler Restorers Club in the south western corner.

Not sure whether it was good planning or good luck but it turned out to be the best location. The cars were placed into position based on age and colour, flags and banners erected, then 2 gazebos, out with the barby and the cooks Greg Lind and myself started cooking breakfast for the gang.

While this was happening a reconnaissance group headed out like Indian Scouts checking out the swap meet stalls.

With a gentle southerly breeze, a drought, water restrictions and all those cars the dust started to rise but not on us. We had the perfect location. The gazebos were a popular spot to sit with a cool breeze, good mates, a DVD player and plenty of shade.

It was interesting to see the eyes popping out of the young people admiring the new range of Chrysler products on display. Especially the 300Cs with the 6 litre V8 Hemis with their 22 inch wheels. A change from the turbo charged rice munchers that usually turns them on. A very memorable day for all concerned.

Brenton Gibb

Photos: Wayne Bartlett

Group photos show our display, bottom right are our two trophy winners (with trophies on bonnet) and middle right is a close up of Wayne's trophy.

PAST EVENTS

All Chrysler Day 2007 (ctd)



PAST EVENTS

Our W.A. Trip Oct 2006



We left home at 2:30 pm on Friday and had a good run to Pt Augusta with 2 stops on the way. We arrived at 8:30 pm. On Sat it was off to the clubrooms of the Pt Augusta Vehicle Restorers Club to sign in for the long week end rally.

Surprise, surprise, the car wont start, the starter won't engage. I thought some oil on the gear shaft as it gets sticky would work, but no go. So I pulled it completely apart to find a Bendix Spring Bolt had sheared off.

Keith who is an entrant from Queensland just happens to have a spare which he gave us, so the repair job is done in pretty good time and we are off to the car club. The Pt Augusta Club shares the grounds with a model train club and a Historical village which just seems a perfect place for the clubrooms.

After everyone had signed in we did a tour of Pt Augusta and ended up at the school oval for lunch and afterwards skill / fun driving events. The 1st event was to drive through a course of witches hats blind folded. Ron Hinks was my eyes for this event, which was good fun.

The 2nd event was to back up to and into a witches hat garage, again blind folded with Lyn as my eyes this time. We were virtually in the garage when the left front wheel brutally murdered a witches hat which promptly disqualified us.

The 3rd event we parked our ears in a line. Drivers blind folded about 100 metres from the car and spun around. You then had to follow the sound of

your cars horn and be 1st to the car. We had just one problem, No Horn. Lyn had to keep calling my name till I found her. Ashley Farrow was first with us as a close 2nd. A Chrysler club 1-2.

The next event was to back through a line of witches hats whilst you could see which we did well at. The last event was to drive along and collect rings off posts with a broom handle which we also succeeded in doing well. Then it was back to the caravan park.

Sunday was a drive to Wilmington for morning tea at the local oval before heading toward Melrose and a stop on the way to check out a Bush Tucker Fella. The problem here was he was expecting about 8 people not 80 so the event was not as good as it could have been. From here it was on through Melrose to the Remarkable View Winery for lunch and wine tasting.

Once again more people than expected so as lunch consisted of a bowl of soup and trays of sandwiches they were disappearing right before your eyes. The rest of the day was yours to do as you pleased. Ron and Pat went back via Germaine Gorge whilst most headed back to the Melrose Show.

Later it was on to the Presentation Night where Ashley Farrow received the trophy for the best '50s car, which was well deserved.

Monday started with breakfast at the club rooms where we said goodbye to Ron and Pat before making the mistake of opening up our tear drop van for a member to see inside.

This simple act drained the club rooms of all members, We then played the 20

question game over and over. We eventually left the club and headed west about 11:30 am. The temp was around the high 20s and the Dodge ran faultlessly.

Since the car was running so well and the day perfect for touring, we just kept going and reached Ceduna around 9 pm after doing 456 kilometres.

We left Ceduna at 9 am and didn't get far before it was obvious that it would be a long day with the wind blowing a gale from inland and the temp was already in the 30s and 40 by lunch time. The Dodge was coughing and back firing and doing all those things which a cantankerous vintage car is well known for.

After many attempts to alter fuel mixtures, cool down carbies and fuel pumps lines the only way it would keep going was to pull the choke out and hold it. This meant that we could do around 25 to 30 mph if we could find a down hill!

We put up with this through Penong, Nundroo and Yalata where we pulled over and had a late running board lunch under a tree. When the car had cooled for about an hour I had had another fiddle and it was off to Nullarbor.

On leaving the car seemed fine but we were soon doing the same choke driving routine. I put up with this for another 93 kms before stopping to have another . This time as I opened the bonnet and reached in I burnt my arm on the ignition coil.

I promptly removed the bonnet r/h side panel and wired the top down. We resumed driving to find the car running perfectly. Although I kept expecting it

PAST EVENTS

Our W.A. Trip Oct 2006 (ctd)



to stop. it didn't so we kept going until eventually pulling in and camping on the cliffs just out side Border Village at about 10 pm after covering 481 km in 11 hard hours.

Wednesday was cooler so after going through the quarantine station and taking pictures at the border it was on the road again and the Dodge was running well!!

On this trip we noticed sudden changes of scenery along the way. After leaving Border Village which is very arid and virtually no vegetation we went on to Eucla which is 12 km but you drop off the plain onto the coastal fringe which is heavily treed.

We continued on to Mundrabilla, Madura and Cocklebiddy before going on to Ciaguna where we were to stop but as the car was running so well we decided to keep going, a decision which may well have gone sour!

The sun was going down and there were a lot of dead 'roos on the side of the road which made you realise this was probably not the place to be. The sun sinking must have been an alarm to wake the 'roos as a mob of not less than 300 almost as one just stood up in the grass, looked at the sun and had a scratch; it was an awesome sight.

This was also the part of the road that doesn't have a bend for 90 miles or 148 km - unfortunately it points straight into the setting sun which really made seeing difficult until it actually went dark.

We had several close encounters with 'roos and actually ran over a dead one but luckily no damage to car or van. We finally arrived in Balladonia after covering 555 kms.

Thursday we awoke to find Lofty

[Atkinson, of Blue Flyer fame - Ed] parked behind us. After chatting we found Lofty had hit a roo; fortunately he only did a little damage. Soon we set out for Norseman where we again parted from Lofty as we were heading for Kalgoorlie and Lofty was going down the coast to Esperance.

We arrived in Kalgoorlie around 1:30 pm and met up with friends we had not seen for 13 years. We stayed with Ruth and Phillip for several days and had a good look around Kalgoorlie. The Gold Mine itself is just awesome with trucks and tractors looking like fleas in the distance, It is the only open cut mine in the world which is clearly visible from outer space!!! We also saw The Mining Museum, historic buildings etc. and of course we drove past some unusually painted buildings in Hay Street that are well known around Australia!!!

We left Kalgoorlie about 11 am on Tuesday and headed for Perth until we got to Yellowdine where we turned off and headed Hyden which is 154 km down a dirt road to Wave Rock, which was well worth the detour. On this one dirt road we saw 'roos, 3 kinds of lizards, snakes, bush turkeys, mallee fowl, echidna, rabbits, parrots and at Wave Rock when we arrived at dusk we saw the biggest mosquitoes we have ever seen!

We camped overnight at Kondinin before heading for a little town called York which has a very good Motor Museum. We left the Museum at 3.30 because it was closing! We went next door and had coffee at the Bugatti Cafe before heading for Perth and arriving at about 5:30 pm on Thursday 12th October.

PERTH RALLY - Future story.

Thursday 19th came around too quickly

and it was time to take Lyn to the airport to catch the 2 pm plane home to go back to work the next day!! I was then on the road again with David, a friend of mine from Geraldton, heading east.

The first night we camped in a parking bay and soon realized that we had a problem. The RH rear wheel which I had welded up in Kalgoorlie on the way over had this time split badly on both sides so we changed it and checked the other three which revealed a 25 mm split in the left front rim. With no other spares the morning saw us on the road a little slower with the aim being to reach Kalgoorlie where I could repair the damage.

We arrived around 3 pm, after battling with strong head winds all the way approx 350 km. The front wheel had split around 5 inches or 125 mm but it was a clean split and easy to repair. However the rear wheel was very ugly and required 5 electrodes to put it back together so it will be a spare that hopefully we won't need. I am sure that it would hold together but it would have a very serious balance problem.

Tonight's weather forecast is for strong head winds for the next 3 days so I guess that means poor fuel economy coming up.

We left Kalgoorlie at 10 am and had an easy day on the road with the weather being perfect for the Dodge.

Around 80 km from Balladonia we came across a small caravan park that David had heard about so we decided to detour and take a look. The park is on a sheep station called Fraser Range Station and is a very pleasant place to stop. So at 3:30 pm and 270 km we parked the car and van and went for a walk around the station. We found an early '50s International truck and a 1930 something 6 cylinder Chrysler

PAST EVENTS

Our W.A. Trip Oct 2006 (ctd)

buckboard which had 4 wheel (band) brakes and was mechanically complete plus some stationary engines.

7 am the next morning we were on the road heading for Balladonia. We still hadn't found the forecast head winds so travelling was good. On the way we saw 'roos that had not yet gone to bed and a good variety of birds. We arrived in Balladonia about 8:30 am, filled up and hit the road again. It was Sunday so as the road work gangs weren't working we didn't have to stop every 5 kms or so and made good time.

We had an easy run through to Caiguna and on to Cocklebidy, Madura and Mundrabilla roadhouse where we caught up with a semi trailer that had passed us very slowly an hour or so earlier. The chatter on our CB radio was that he was having a computer problem and he was hoping to call for help when he reached Mundrabilla.

We had a late lunch and the truck was still there so I offered to give him a tow but he declined. I think he was embarrassed.

We had only planned to make Eucla that night and the head wind had finally turned up, so we found a good camp site around 15 kms from Eucla and stopped. Stopped at the same camp site was a

Melbourne retired couple who were quite taken by the Dodge and van and invited us to share a coffee and camp fire at their place. After 528 km and time around the camp fire we turned in around 9 pm.

Overnight the wind had picked up more and I was woken by David's complaints about wind, dust and the tent he was in. I was fine in my van which he didn't want to share. So we were on the road again at 7 am.

The climb from sea level to the Nullarbor at Eucla made the Dodge work but didn't pose a problem as we went through Eucla to Border Village where we crossed back into S.A. We

also stopped here for breakfast.

We then left, driving into a strong head wind which stayed with us through to Ceduna, with a stop at all the lookouts along the cliffs of the Great Australian Bite.

We had planned to stop at the head of the bite to check out the whales but a bushfire at Nullarbor was being blown directly toward the whale watch centre so that put paid to that idea. We took the opportunity to remove some dust and smoke by having a shower whilst waiting for the fire to move away from the road.

The rest of the day with the head wind was hard work but we got through to Yalata, Nundroo, Penong and on to Ceduna by around 8 pm after covering 481 km.



At 8 am next morning we hit the road again and headed for Pt Augusta with the plan being to continue on to Adelaide if we made Pt Augusta in good time.

Wirrulla and Cungera went past easily but then we arrived at Poochera and realised that most of the air in the LH front wheel had gone. With the spare wheel heavily welded I didn't want to use it so we removed it and stripped the wheel to repair the puncture. After inflating the tube and checking the tyre for foreign bodies, we found nothing.

I felt that running water over the tube was not good enough and we had nothing suitable to submerge it in.

After asking questions we found that the only place we could submerge the tube was at Minnipa 33 km away, so on with the spare and off we go. Surprisingly with all the welding on the rim, the ride was not too bad but the pace was well subdued.

Our time in Minnipa (about 2 hrs) was well spent as when we arrived the tyre dealer was out to lunch SO we checked out the town. One garage door was open and inside was an Austin A40 Convertible and as soon as the owner saw the Dodge we were invited in. The Austin was a 1953 and in very good condition, unrestored with him owning it for 40 years. He also had a 1923 T Ford, a 1932 Chev Roadster and a 1932 Ford Tourer. After this we went for lunch and returned to the tyre

dealer to find out that the problem was a leak around the valve stem. The tyre man said that the tube was no good so I wrapped some wire around the stem twiddled it with a pair of pliers and fitted the wheel back on the car. This whole exercise cost around 3 hours so we were not going to make Adelaide today!

After another 296 km we stopped in Pt Augusta after doing only 468 km for the day.

After a good night's sleep it was on the road

again heading for Adelaide at about 8 am. This day was to be uneventful, with the last 259 km just flying past and we arrived home around 3 pm. Most of the caravan was unpacked by the time I Lyn arrived home from work, leaving us to reflect on an excellent trip that we would happily do again!

All together we covered 4,293 miles and used a total of 261 gallons of unleaded petrol with an average fuel consumption of 16.5 miles per gallon and a best consumption of 24 and the worst being 14.

All in all a great trip!!

Michael Buxallen

PAST EVENTS

A Trip to the Bendigo Swap Meet

18-19 November 2006

Up early Friday morning, looking forward to our trip to Bendigo. By 8.30 am all the passengers had arrived and we were on our way. We planned to drive to Keith where we would change drivers and at the local bakery have our free coffee, along with our chosen pastry.

On from Keith and making good time, we arrived at our favourite eating-house in Nhill for lunch. From Nhill we drove to Horsham where we filled up with gas (we were in my Ford for this trip) and headed for Bendigo via St Arnaud.

We have had many long discussions on which route we should take, but we are convinced that this is the shortest and safest way. Making good time we arrived at Bendigo around 5.00 pm and headed straight for the Swap Meet site.

Here we bought our weekend pass, ready for a quick entry in the morning at 6.00 am and thereby avoiding the extremely long queue, which generally forms.

We then went across the road to the Bendigo RSL Club to book in for dinner for the next two nights. I must say that it is indeed strange, to still have to sign a 'book' before you are allowed in, but well, that's Victoria.

Once this housework had been done we headed for our back packer accommodation. Unfortunately our accommodation had been double booked and we were diverted to the owner's own home, for the next two nights.

I said unfortunately but this turned out to be not so. We were housed in a modern two-storey house in the outskirts of Bendigo. We soon settled in, some of us in bunks down stairs and some of us (Barry Maslin and I) in our own rooms upstairs with ensuite and balcony, overlooking Bendigo. What luxury?

Now I must mention here that all was not well in the bunkhouse during the night. In our whole group there were seven of us and the five in the bunks down stairs complained bitterly about

the snoring of one particular swap mate. As a matter of fact he wasn't considered a mate at all in the morning.

So much so that under president's orders, he along with his mattress, sleeping gear and luggage was dumped in the kitchen away from everyone. I sympathised with him rather loudly and was lucky enough not to lose my room with ensuite and balcony view, as they wanted to lock him up there, away from everyone.

Saturday morning came and at 5:00 am the reveille sounded and seven bleary eyed men or should I say five bleary eyed men rose to greet the day. Soon we were all in our respective cars heading for the Swap Meet for the gates opened at 6.00 am. We fortunately found a good car park opposite the gates and the search for those elusive parts began. However, not for a couple of us who decided to have breakfast first. A good meal of bacon, eggs, toast and coffee at a reasonable price was had and then we were on our way.

I wandered around for a while visiting familiar sites and in general soaking up the atmosphere. As per usual there was a wide range of goods for sale.

Vintage stuff was around but you had to really look for it as it is still coming out of old sheds and hay barns.

If you are restoring the fifties and sixties classics, then in general there is a good selection of stuff to be found. If you are into pedal cars they are available, but at a price. I saw one needing a lot of attention for \$300.

I came across Geoff and Cynthia Chase's stand with as always, a good range of Valiant gear. Later I did some relaxing in David Crichton and Chris Howe's stand, they were doing their bit to raise the Chrysler flag.

What I did notice though, was the proliferation of cheap Chinese tools and equipment. I thought that it was rather highly priced and that our local Hong Kong hardware stores at home offered better value, but perhaps not quite the range.

It was about ten o'clock when I finally

arrived at the new Exhibition Building. It's huge; nearly the size of a small soccer oval. Around the outside of the building thoughtful landscaping has given them the opportunity to display their cars.

Inside the building, those who could afford it had set up their sites and stands in a very comfortable and leisurely way.

The complex is divided into two levels. The bottom level houses the sites and stands of the vendors. At this stage not all sites have been taken up but I have no doubt that as the word gets around, this will change.

The top level houses a large foyer and a spacious dining area, which overlooks the area below. It's been well designed and the food dispensed was very good. I had my lunch there and found a spot next to the big glass-viewing window to watch what went on below.

Leaving the Exhibition Building, I made my way to the oval to see what I could see. I spent the next couple of hours going up and down the sites but by 2.00 pm I had reached the end of my tether and spent the rest of the day sitting on hay bales discussing cars, the drought and all other things important.

By 5:00 pm we all met at the front gate and took off for our accommodation for a shower and rest before dinner. Once again, the Bendigo RSL Club put on an excellent dinner (the beer was good too) but by then my body was uncovering aches and pains to the extreme.

Sunday morning was a quick visit to the swap meet, but it was sad to see all the vacant sites. It seems to me that the Bendigo Swap is now really a one-day affair of frenzied activity. We left for home at about 10.30 am. The only bit of excitement on the way home was seeing a Porsche, number plate Victorian, pulled up on the side of the highway by the local police. He had passed us at very high speed just after leaving Horsham.

God is fair some times!

Ross Bryant

PAST EVENTS

Ballarat Swap

Photos: Chris Howes

Below: The gang at Ballarat; an API hearse converted into a king cab ute.

Right: Original 1934 Plymouth at Horsham, seen on the way back from Ballarat. It will be rodded, but the drive train may find a home with us.

Bottom: The Howes 1957 Chrysler Royal API V8 auto and matching 1964 Globetrotter caravan.



PAST EVENTS

BJ Blew them Away

Club member Brian Miles, who has organised two runs to the "Southern Ranges Black Powder Club" for us, made the press last year. This article is from the front page of the 2006 Masters Games newspaper.

World muzzle loading shot gun silver medallist BJ Miles felt right at home when he arrived for the 2006 Alice Springs Masters Games.

He lived in Alice Springs for three years in the mid-70s and helped with the program for the inaugural Games in 1986.

BJ, from Port Noarlunga in SA, was one clay target off the gold medal at the World Championships in Bordeaux, France in September.

There were almost 500 shooters from 28 countries at the event.

On his way back to Australia he stopped off to beat the Americans at their own game in their back yard, by winning a couple of gold medals at the US National Titles held in Friendship, Indiana.

There were 2500 competitors at the US nationals, with BJ describing Friendship as a town with a bank, pub, general store

and not much else apart from the shooting range.

But he is delighted to be back for the Alice Springs Masters Games and is aiming to add to the more than 100 medals he has won on previous visits.

But he is not taking anything for granted as he knows that his silver medal does not guarantee any future success.

BJ said "It is an excellent range here in Alice Springs and we have had something different every year — windy, hot and even wet."

"The conditions can make a difference to how you shoot."

"It is good coming back to Alice Springs because it is a time to catch up with the shooters you don't see except every two years."

"There is a lot of interest in sporting shooting because of the historic nature and the antique guns we use."

"While not an action sport, it is a spectator event especially for those people interested in the history."

"The beauty of the sport is that you have to do everything yourself, from making the ammunition to firing the gun."

There is a variety of guns used in sporting shooting including pistols, rifles and shot guns.

BJ has brought five guns to Alice Springs including his current favourite, a flint-lock shot gun. His oldest gun is an 1803 flint-lock rifle.

While there are a lot of antique guns appearing regularly on the ranges, BJ said that many shooters used reproductions that were often a better quality than the original due to improvements in the metal and production.

The sporting shooters program for the Games, at the Alice Springs Shooting Complex on Butler Road off Ilparpa Road south of town, continues with different disciplines each day from 8.30 am with an earlier start on Saturday.

Today's competition is a 25 clays shotgun trap percussion and rimfire events from 8.30 am, with centrefire events from 1 pm.

A review of the Masters Games results web page suggests that Brian probably had to pay excess baggage to bring his haul of medals back to Adelaide.

Richard Tapp



TECHNICAL FORUM

1937-38 Overdrive Transmission Overhaul

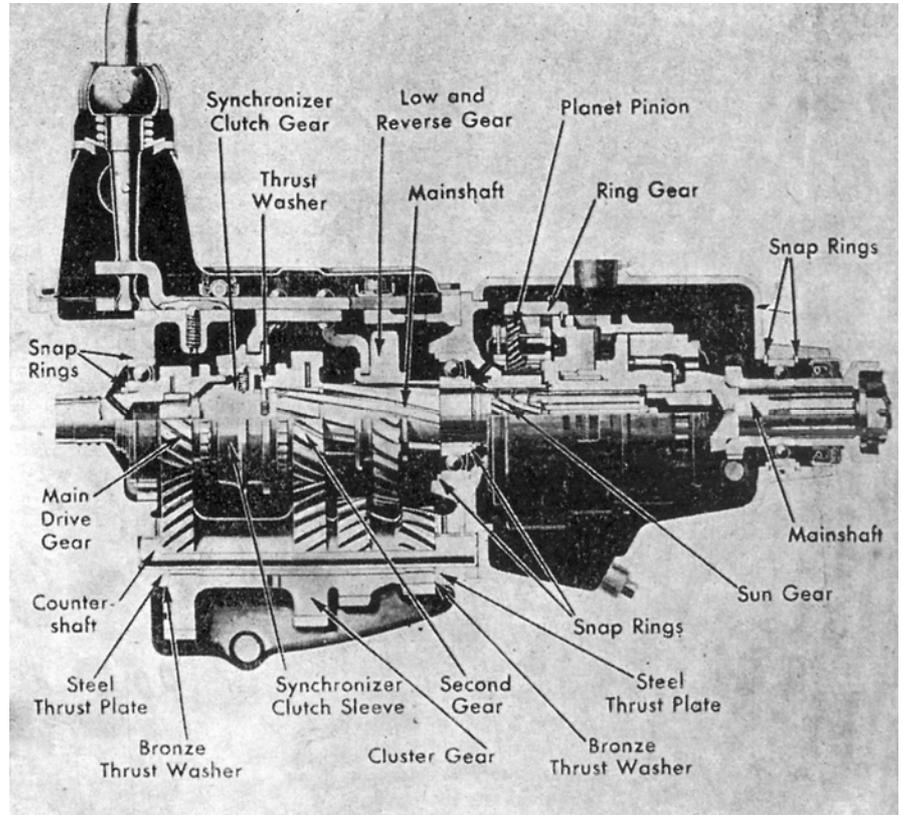
CHRYSLER

This article courtesy of Dave Pollock of Canada, who was responding to an internet call for help

The end play of the second speed gear should be from .003" to .008" as measured with a feeler gauge. Thrust washers of various thicknesses are available to make this adjustment.

The end play of the countershaft should be from .002" to .008". To check this end play, pry the countershaft gears toward the front and insert a feeler gauge between the thrust washer and the rear of the case. When installing the gear assembly, use a dummy shaft exactly the length of the cluster gear, install the bearing spacer and a bearing at each end of the countershaft cluster. Install a steel thrust washer plate at the rear end of the cluster and a bronze thrust washer at each end of the cluster gear, next to the transmission case. Use cup grease to hold these washers in place. Place the countershaft gear assembly into the case, but do not install the countershaft until the main drive gear is installed. After the main drive gear is installed, align the counter-gear assembly and install the countershaft through the rear of the case.

When installing the mainshaft on C20, be careful not to tilt the bronze synchronizing rings in the clutch hub.



TRANSMISSION & OVERDRIVE. 1937-38 Models C14, C15, C18, C19

OVERDRIVE TRANSMISSION, OVERHAUL

1935-38 Models C1, C2, C3, C9, C10, C11, C15, C17, C20—After removing the overdrive according to the instructions given under that heading, disassemble the transmission as follows: Drive the

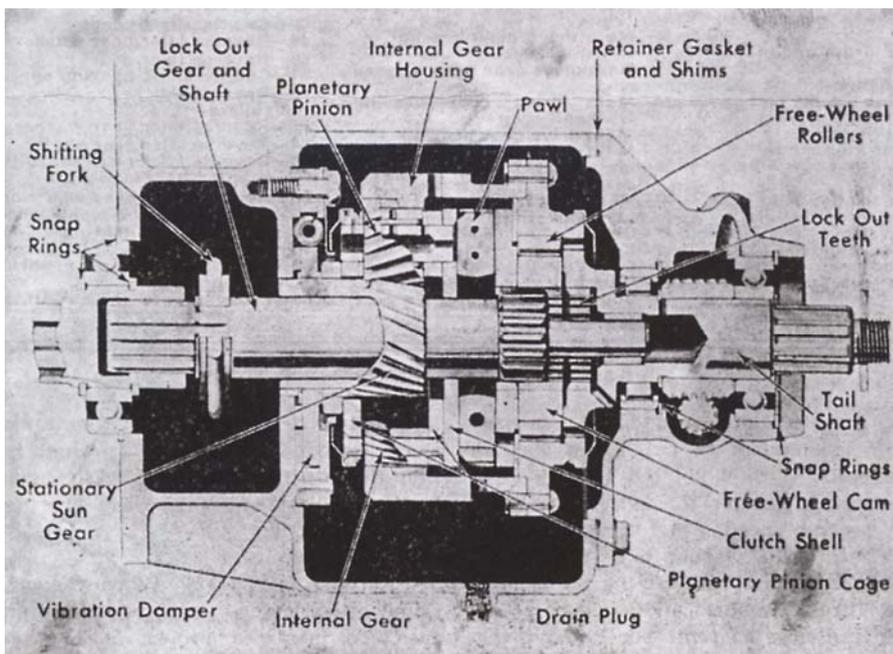
rear bearing adapter out through the rear of the case and remove the main-

shaft assembly, sliding gears and synchronizer mechanism, together with the adapter, rearward.

To disassemble the mainshaft assembly, wrap a cloth around the synchronizer unit to catch the balls and springs, and slip the clutch sleeve from the mainshaft. With a pointed tool, depress the spring plunger through the hole in the second speed thrust washer and rotate the washer until its splines align with the splines of the mainshaft, after which, the washer and gears may be removed from the shaft. Remove the snap ring from the adapter and remove the adapter.

The balance of the overhaul procedure is the same as described for these models with standard transmission, except that the end play of the countershaft should be from .002" to .011".

For the C20, a flat bronze spring is used between the high speed synchronizer ring and the sliding clutch hub. The three raised fingers on this spring must be toward the ring.



OVERDRIVE. 1935-38 Models C2, C3, C10, C11, C17, C20

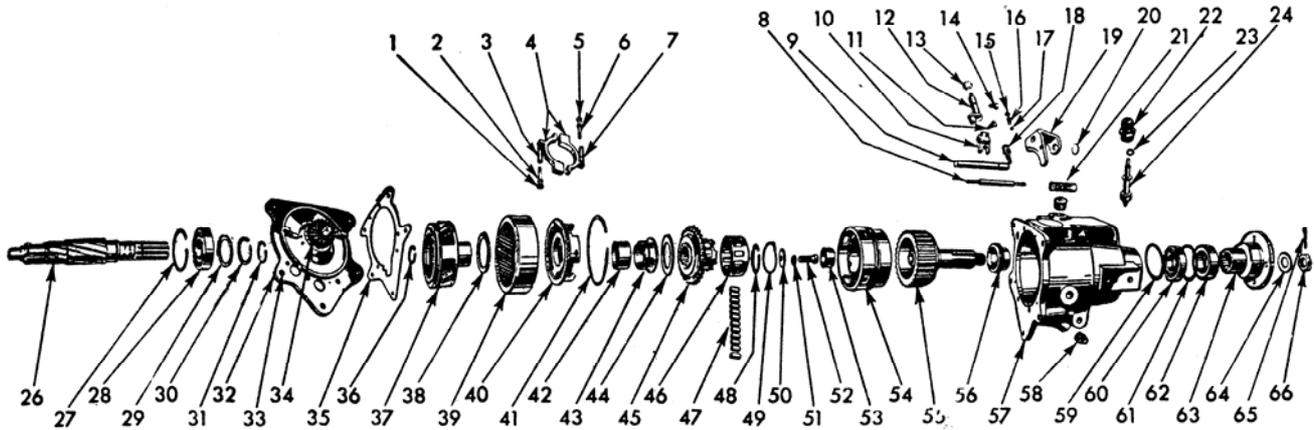
STANDARD TRANSMISSION, OVERHAUL

1940-46—After removing the transmission, disassemble as follows: Remove the speedometer pinion. Loosen the two

TECHNICAL FORUM

1937-38 Overdrive Transmission Overhaul (ctd)

CHRYSLER



OVERDRIVE. 1937-38 Models C14, C16, C18, C19

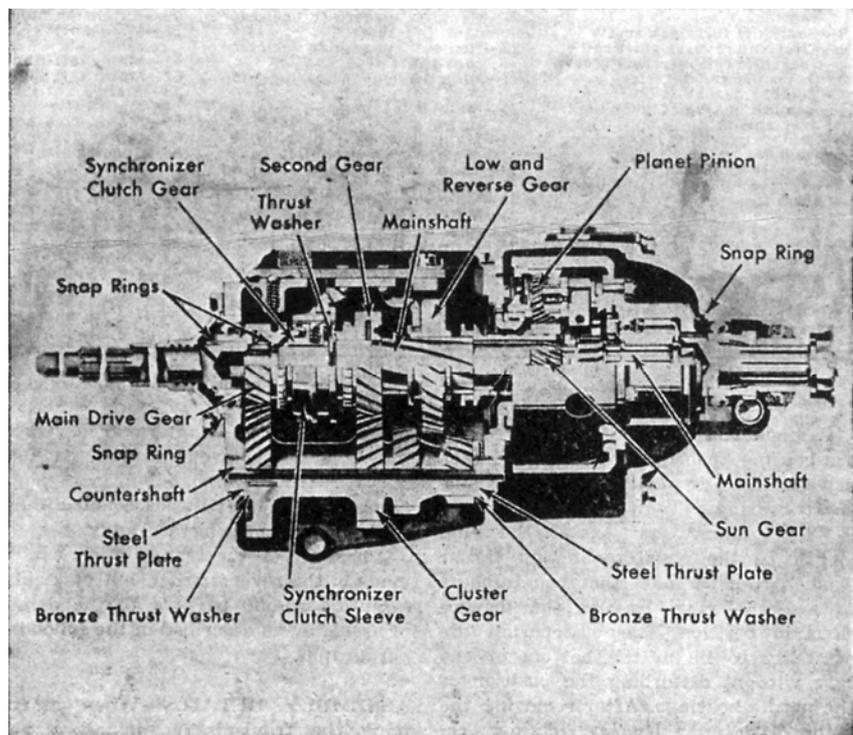
- | | | | |
|---|------------------------------------|-----------------------------------|--------------------------------------|
| 1—Clutch pawl adjusting screw
—slotted | 17—Poppet ball | 35—Overdrive housing gasket | 51—Lock washer |
| 2—Adjusting screw washer | 18—Shift rail "C" washer | 36—Planet pinion cage snap ring | 52—Cam retaining washer screw |
| 3—Adjusting screw spring | 19—Shift rail fork | 37—Planet pinion cage | 53—Overdrive mainshaft pilot bushing |
| 4—Clutch pawls | 20—Shift rail expansion plug | 38—Clutch pawl core thrust washer | 54—Clutch pawl shell |
| 5—Clutch pawl adjusting screw | 21—Shift rail fork spring | 39—Ring gear | 55—Overdrive mainshaft |
| 6—Adjusting screw washer | 22—Speedometer drive pinion sleeve | 40—Clutch pawl core | 56—Speedometer drive gear |
| 7—Adjusting screw spring | 23—Oil seal | 41—Ring gear snap ring | 57—Overdrive housing |
| 8—Reverse lock-up plunger | 24—Speedometer drive pinion | 42—Clutch pawl core hub bushing | 58—Drain plug |
| 9—Control shift rail | 26—Mainshaft | 43—Clutch pawl core hub | 59—Snap ring |
| 10—Control shift rail lug | 27—Snap ring | 44—Free wheel cam thrust washer | 60—Bearing |
| 11—Shift rail set screw | 28—Bearing | 45—Free wheel cam | 61—Snap ring |
| 12—Control shaft | 29—Bearing washer | 46—Free wheel roller retainer | 62—Oil seal |
| 13—Control shaft oil seal | 30—Bearing snap ring | 47—Free wheel rollers | 63—Mainshaft flange |
| 14—Control shaft locating screw | 31—Sun gear snap ring | 48—Roller retainer snap ring | 64—Flange nut washer |
| 15—Poppet spring seat | 32—Adapter gasket | 49—Roller retainer spring | 65—Cotter pin |
| 16—Poppet spring | 33—Adapter | 50—Cam retaining washer | 66—Flange nut |

crews on the transmission cover which retain the detent springs and balls for the shifter rails, and then remove the over assembly.

With a puller, remove the front universal companion flange and brake drum assembly. Remove the shifter fork guide rail by unscrewing it out of the front of the case. Place the gears in neutral and remove the two lock screws which hold the shifter forks to the shifter rails.

With a punch, remove the Welch plug from the lower shifter rail and slide the upper and lower shifter rails out through the front of the case. A shifter selector plug is located in the vertical drilled hole on top, at the rear of the transmission, and should be removed when removing the rails. Lift out the shifter forks, using care not to drop the detent balls down into the case.

Disconnect the extension housing from the transmission and remove the housing mainshaft assembly. Remove the synchronizer retaining snap ring, the synchronizer unit, second speed gear and low speed gear. Release the transmission rear bearing snap ring, which permit the removal of the mainshaft from the extension housing.



TRANSMISSION WITH BUILT-IN OVERDRIVE. 1936 Models C7, C8, C9

OUR MOTORING HERITAGE

Full Deck

Graham Bailey could not believe his eyes when he came across this deck of Dodge Brothers promotional cards.

Naturally money changed hands and Graham became the proud new custodian of this historical

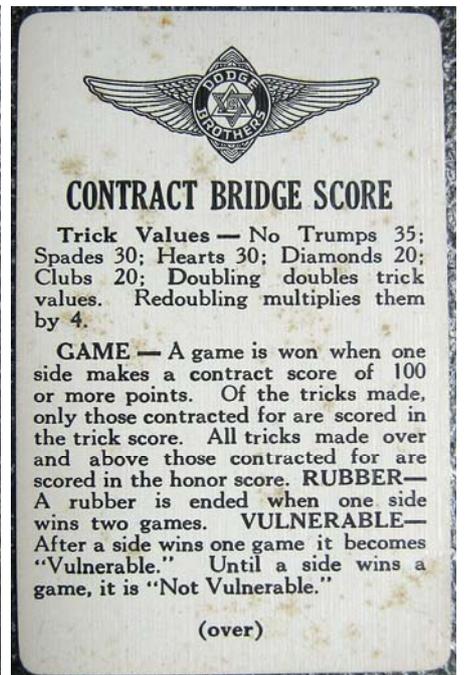
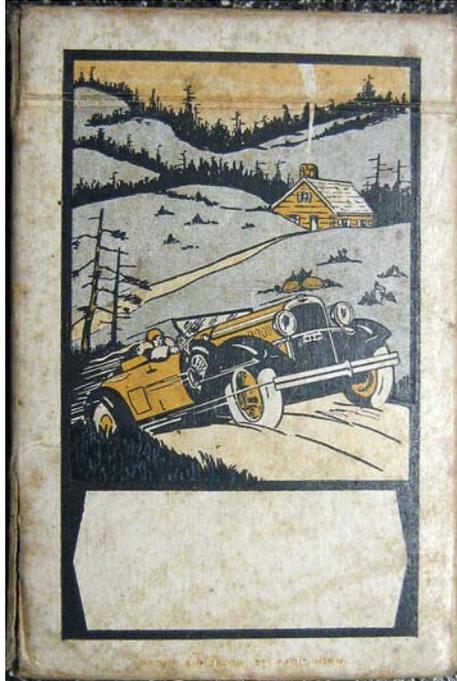
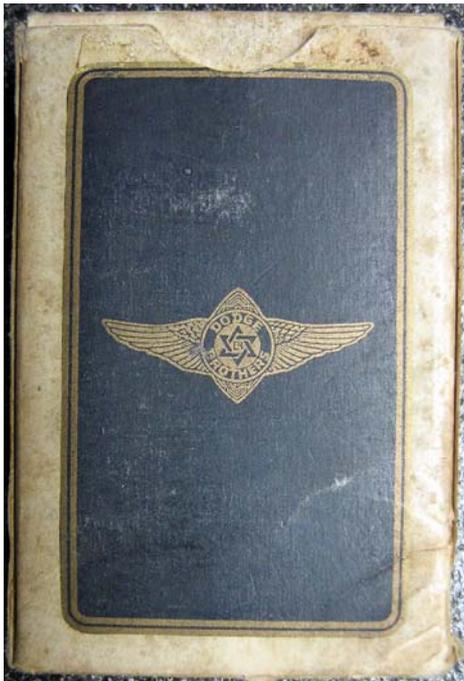
artefact.

Initial inquiries have not found anyone anywhere who has come across these before - making Graham all the more delighted with his acquisition.

Images have been crossing the oceans to satisfy the curiosity of Dodge Brothers aficionados in other countries.

Richard Tapp

Photos: Richard Tapp



CONTRACT BRIDGE SCORE

Trick Values — No Trumps 35; Spades 30; Hearts 30; Diamonds 20; Clubs 20; Doubling doubles trick values. Redoubling multiplies them by 4.

GAME — A game is won when one side makes a contract score of 100 or more points. Of the tricks made, only those contracted for are scored in the trick score. All tricks made over and above those contracted for are scored in the honor score. **RUBBER**— A rubber is ended when one side wins two games. **VULNERABLE**— After a side wins one game it becomes "Vulnerable." Until a side wins a game, it is "Not Vulnerable."

(over)

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.

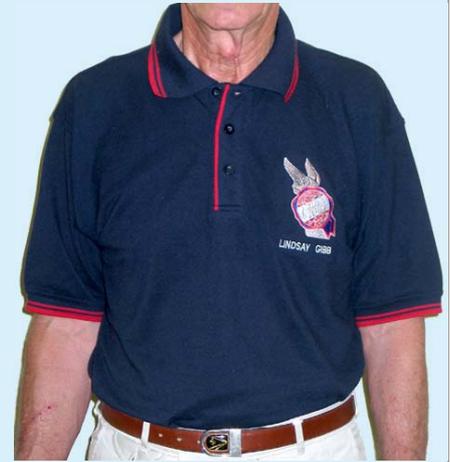
Sew On Badges \$16

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

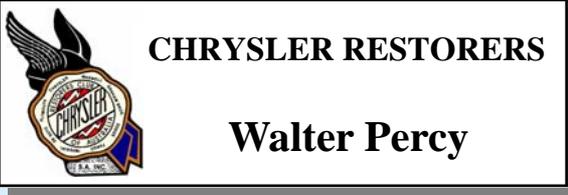
All prices include our emblem embroidered on the article

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



During the last few months members have asked about upgraded name badges. These badges are to be available for purchase by individual club members.

At the last Committee meeting it was decided that we have a white background on the badges with black printing and our Chrysler motif incorporated.

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.....
 2nd badge name..... Price.....
 3rd badge name..... Price.....
 4th badge name..... Price.....
 5th 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

1924 Dodge 4 tourer \$4,000. Also Dodge 4 parts, too many to list. Lofty 8380 5020

1927-28 Dodge tourer rear tub in good condition for its age, \$100 ono John Sander 8263 3670

1930 DD Dodge sedan, complete with heaps of spares, been shedded for years. Paid \$6,000 - price negotiable. At Winfield. Irene Miller 0412 887 040

1950 Dodge Kingsway, complete car except for radiator, rusted so best as a parts car, motor turns OK, been standing since 1974. Reasonable offers. Malcolm Manser 8524 6383 (Mt Crawford)

"S" series Valiant, not running, but complete, has rust, good parts car, offers David Warren 8344 9461 (Prospect)

1963 Chrysler Royal bonnet, Trevor Beythien 8449 8905

AP5 or 6, mechanically good, interior good, running up to 3 years ago then put in shed, going cheap, Donna 0402 084 308 (Gawler)

1966 VC Valiant complete and running, straight body with many spares inc. full set doors and trims, 'S' pursuit motor, grilles, radiators, etc \$2,500 Kevin 8659 1149 (Jamestown)

196x VC Valiant auto, recon motor, near new tyres, original jack and owners manual, \$3,700 ono Julianne 0413 079 323 (NSW) (see pic)

Dodge Phoenix jewellery, 13 x



1965 hub caps good condition, 5 x 1966 hub caps good condition, 4 x 1968 hub caps very good condition, 2 x 1969-70 hub caps, 2 full sets of badges, 2 bonnet mascots, 1 full set interior handles, 1965 grill including badge and head light surrounds, as new, 1 Original Diamond Dot radio, set rear spats, set spinners, sell as lot, \$1,500 - Chris Morden 0428 838 380

1969 VF Valiant 2 door [RHX-076], rough, Robert 0400 429 290 (Clarence Gardens)

245 Hemi straight 6 engine, used by Uni SA at Mawson Lakes as a test engine for emissions, has never been in a vehicle and run only 930 hours, offers, Tony Carter xxxx xxx xxx (number given was wrong)

1972 VH Valiant 2 door auto, 83,000 miles, 10" wide rear wheels, near new tyres, always garaged, 2 1/2" exhaust, \$9,000 ono Julianne 0413 079 323 (NSW) (see pic)

1978 Chrysler Scorpion [SDC-281], metallic blue duco, power steering, air conditioned, automatic 2 litre engine, factory alloys, A1 interior, driven daily, \$1,800 Brenton 0432 665 383 (see pic)

CL Valiant 318 V8 [SSD-571], ex police, LPG, \$4,000 James Lang 0411 321 749

"Track Shack" roof top camper with canopy, suits 4WD twin cabs or Troop Carrier. Will sell with canopy \$1,600 ono or without canopy \$1,200 ono. Kevin & Roxanne Frith on 8540 5154 or 0417 848 695 (see pic)

1971 Chev Impala tourer [WNF-502], LHD, red with white soft top, needs back window, John 0411 178



860

1991 Suzuki 185ER, almost as new condition, can be reg'd, \$2,500 Frank 0418 973 317

Original 1969 Steve McQueen Bullet Poster (German) \$1,000 ono Phone Ren 0412 509 048

WANTED

Delco Remy starter (complete) for 1927-29 Chrysler or 1929-30 De Soto or 1929 Plymouth, Byron Harfield 0419 833 673

Chassis to suit 1935 Dodge KC roadster. Been looking for a long time without success. Now prepared to adapt chassis from 1933 Dodge, 1933 Plymouth, 1934 Dodge KC or 1935 Dodge KC. Also looking for grille surround from 1933 Dodge, 34 KC Dodge or 35 KC Dodge and boot lid and hardware for roadster from these years. Neil Barnes 08 8684 4205

12 Volt generator and relay for 1952 Plymouth, A Tomkins 8552 5357

12 Volt generator and relay for Chrysler, Dodge, Plymouth etc Malcolm 8278 6823

Helper springs to suit AP5 Valiant, Brian 8327 1993

VC Valiant front & rear bumpers, Glen 0424 877 490

VC 66-67 Regal Valiant, fair to good condition, John 0418 746 706

1967 or 68 Dodge Phoenix shell with good floor, Ren 0412 509 048

Vacuum kick diaphragm and Bosch U-GF starter motor for CM Valiant, Ivars Karvelis 8347 0621



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