



**THE**  
**CHRYSLER**  
**COLLECTOR**

*Number 170*

*May / June 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

<b>President:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
<b>Vice President:</b>	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
<b>Asst. Secretary:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Treasurer:</b>	Alan Driver, 6 Hastings Road, Brighton SA 5048	ah 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
<b>Librarian:</b>	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
<b>Assistant Librarian:</b>	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109	ah 8258 5264
<b>Technical Liaison:</b>	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
<b>Public Relations:</b>	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070 8449 8905
<b>Run Coordinator:</b>	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Historic Vehicle Registrars:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<b>Committee:</b>	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
-	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
<b>Federation Rep:</b>	Allan Kempster, RSD12, Reeves Plains 5502	ah 8527 4023
<b>Combined Car Clubs Rep:</b>	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
<b>Historic Vehicle Assessors:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<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, 4 Lana St, Pooraka 5095	bh 0408 829 605 ah 0438 285 807
<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
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
<b>Catering Coordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
<b>Club Tools held at:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971

*Note that most committee members have e-mail access. You will find their 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 29 June 2007. Corrections/amendments until Sunday 1 July 2007. Contributions can be e-mailed to [editor@chrysler-restorers-sa.org.au](mailto: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

**16 May 2007**

Committee Meeting

**13 June 2007**

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

### CLUB RUNS / EVENTS

**17 June 2007**

Pub Lunch - Ross Fleming

### INVITATION/OTHER CLUBS' EVENTS

**18-20 May 2007**

Kernewek Lowender (Moonta)

**26-28 Aug 2007**

Naracoorte HVC Upper South

combined car clubs rally

**30 Sep - 6 Oct 2007**

11th Chrysler National Rally (ACT) - Brenton Hamilton

### SWAP MEETS

**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.

Entries have officially closed, but late entries may be accepted with payment of a late fee.

Accommodation bookings for Canberra Motor Village closed 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.*

## Chrysler Tank Engine

Not many events in the diary at the moment, nor many new members, so I was in need of a filler for this part of the magazine. Fortunately Wayne Bartlett had provided me with a suitable candidate.

These are photos of the Chrysler 30 cylinder tank

engine which was used with much success during WW II. It was created by joining 5 flat head 6 cylinder motors and was used in M3 Lee, M3 Grant and M4 Sherman tanks. The need arose because the aircraft radial engines for which the tanks were designed were in short supply.

*Richard Tapp*



## New Members

Steve Isaacson  
Jill Faulkner  
Mitchell Park

1925 Dodge tourer

## Cover Photo

Rick Frith and his 1925 Chrysler 70 tray-top, photographed at the start of the 2006 Ray Miels Memorial Breakfast Run. *Photograph Richard Tapp*

## COMING EVENTS

### What Happened to May?

May's club run was held before the magazine will be in your

hands, so I have not included it. See the last magazine if you

want to know what you missed.

*Editor*

### 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

### 2007 Chrysler National Rally Meeting

#### Sunday 8 July 2007

All entrants intending to travel to Canberra with the group leaving on 28 September 2007,

please note that there will be a meeting at CCC on 8 July at 11:30 am for a BBQ and to confirm accommodation

(Tooleybuc and Narrandera) on the way over.

*Brenton Hamilton*  
8387 0419

### Snippets

#### AIRFLOW/STREAM BROCHURES

I recently received by (multiple) e-mail(s) a collection of exceptional quality scans of some 120 Airflow / Airstream brochures. If you have need of these, let me know.

*Richard Tapp*

#### 75 YEAR AGO

Within six months, motor cars will be manufactured in Australia and it is almost certain that the bodies will be of South Australian manufacture, Mr A Perrin Davies, South Australian representative of Australian-made Motor Cars and Aeroplanes Ltd, said yesterday. Mr

Davies is in Adelaide negotiating with Messrs T.J. Richards and Sons Limited, motor body builders, for the supply of motor bodies for his company's cars. "If the contract comes to South Australia," said Mr Davies, "it will mean employment for about 500 men directly and nearly 1,500 more in subsidiary industries."

*The Advertiser*

#### CHRYSLER REGISTRY

Allpar.com have setup a registry for accumulating information about all types of Chrysler Corporation vehicles. It is in their Forum section.

*Steve Tyler*

#### WEB HOSTING

Our website is hosted by [www.cheapwebhost.us](http://www.cheapwebhost.us)

We started there because they were "cheap", with Plan 1 providing 50 Mb of storage and 1 Gb of traffic per month for only US\$22.68 pa.

They have just done us a great deal with a custom plan to suit our current needs (which exceed any of their standard plan limits) for not much more money.

The price may be low, but they have a big range of included services, including unlimited e-mail addresses, full reporting and a wide range of Web 2.0 content management software.

*Richard Tapp*

## FROM THE COMMITTEE

### President's Message



Well it has been an interesting few weeks since I last wrote.

Anybody who has seen a newspaper or watched the TV news would be aware that Chrysler is again facing an uncertain future with Daimler ready to dispose of it to the highest bidder. All sorts of rumours and variations abound but I guess we will just have to wait and see. From our perspective I look to the future for potential sponsorship for our National rallies, something which the Australian wing seems to have embraced these past few years, I hope that the organisation still exists when it comes time for ours.

And speaking of National rallies,

after a slow start we have had an overwhelming response to our request for helpers in planning the 2010 event in South Australia. I am pleased to report that Trevor and Lorraine Beythien have accepted the positions of Rally Directors and have already taken initial steps in organizing a committee, elsewhere in this magazine they will report on their efforts so far. Both Trevor and Lorraine have been in our club for some time now and have never hesitated to step forward when assistance is needed. They have participated in most of our major events in recent years and have the necessary skills and background to take on this rather daunting task. I am sure you will join with me in expressing our

grateful appreciation as well as offering to help them in any way we can.

Changing direction here and you will see that Richard Tapp has once again been slugging away at the keyboard to compile our biannual Members Register and Restoration Directory. This is another daunting task and without the likes of Richard these features of our club would simply not exist; many thanks again to our Editor.

A recent phone call to Richard has helped unearth an amazing stockpile of engines, transmissions and accessories for some of our earlier vehicles. We took a trip out to a property near

*(Continued on page 7)*

### Secretary's Jottings



I have missed a couple of runs due other commitments, but by all reports these events were well run and enjoyed by all. Mention should be made once again of the excellent club magazine, largely put together by Richard Tapp

With articles contributed by club members. the report in a recent magazine by Michael Buxallen

was totally tops, interesting and great reading! Well done Michael and Lyn.

There is a lot happening in the next few months with the Kernewek Lowender on in mid May, and the CRC National Rally in September. At this time there are also a large number of club vehicles entered in the Meander Rally, leaving Birdwood early this coming Monday morning [29 April—Ed]. Have a good trip!

No doubt preparations are under way to get that car up to scratch for the run across to Canberra for the National Rally

Probably the most significant happening lately is firstly to have SA host the 2010 National Rally. Thanks to Chris Howes in organising an informal meeting re this event, we now have a Committee, and a team of willing helpers to ensure this Rally will go

*(Continued on page 7)*

### From the Editor

#### CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Wayne Bartlett, Judy Hart, Chris Howes, Ross Fleming, Steve Tyler, Trevor and Lorraine Beythien, Margaret Winston, Noel Cowie, David Crichton, Jarryd Just, Sandy Martin, Gail DuBois, Gill Purdie and Denis Thompson.

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

*Richard Tapp*

#### WEBSITE STATISTICS

	April 2007	March 2007	April 2006
Visits	2,233	2,152	1,116
Pages	4,408	4,310	2,466
Megabytes	1,977	1,784	1,105

## FROM THE COMMITTEE

### President's Message (ctd)

(Continued from page 6)

Mt Crawford where this fellow has been collecting and stripping vehicles from the Chrysler/Dodge/Plymouth range for 40 or more years. He had adapted the mechanical bits for his own needs in machinery which distributed fertilizers etc. in the farming community. Now it seems he is ready to dispose of his collection, so if you are in the need for bits from early 30's up to the Chrysler Royal era, give him a call. His details are in the buy and sell.

The events department has been rather active in recent times and most recently I attended the CCC run through the Southern Vales, a very pleasant run indeed despite the vistas of drought stricken countryside. There must have been well over a hundred vehicles in attendance and a more diverse range of vehicles you would be unlikely to see, except perhaps for Bay to Birdwood. The vehicle which most took my

eye was a lovely Packard tourer painted by our very own Greg Newley.

Next week of course those of us who are lucky enough will head off on the Mid North Meander organized by the Federation. If there is one event you all must attempt its one of these meanders. The people and the vehicles that take part are just amazing. Cath and I will experience our first serious go at caravanning, which should be interesting, both from the vehicle and personal aspects.

One thing that has me a little concerned is the fuel consumption for the Royal / Caravan duo; our short outings to date have produced best figures of 13 miles / gallon.

Speaking of fuels, I encountered my first run in with what I suspect was bad petrol on the CCC run. It came to the fore as I attempted to drive the Royal up Old Willunga hill, it started pinging like crazy; again as we drove out of Clarendon it was

pinging so badly I could not pass an Austin 7 who moved over for me going up the hill! Needless to say I first checked the timing when I got home but it was OK, so I messed about for the better part of a day changing distributors etc. as I really wasn't convinced that the fuel may have been off, having only refuelled a few days before. Even tried some of the Octane booster stuff to no avail. Eventually I drained the entire tank and filled up with 95 octane which seems to have cured the problem, I hope, as the last thing I will need whilst towing the caravan is a pinging engine.

One last item of interest, you may be aware that a new 1957 Plymouth was entombed in a time capsule in the USA in June of 1957 and is being unearthed in June 2007. This has the Plymouth owners in a frenzy right across the country so watch the media for a fascinating story.

Safe and happy motoring

*Chris Howes*

### Secretary's Jottings (ctd)

(Continued from page 6)

ahead. I will say no more other than to report that a Rally Director, Secretary and Treasurer have been elected which is good news.

Don't forget the Pub Run on June 17th to Normanville, I already have a goodly number of bookings for this event. Let us hope by then the rain has settled down a little by mid June

To new members, welcome to the

club, and get involved, you will enjoy the benefits of the club so much more!

Cheers for now and good restoring.

*Ross Fleming*

### 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 / PAST EVENTS

### Chrysler National Rally 2010

Now you might say, what are they talking about, 2010. Well yes that's right.

In 2010 it will be South Australia's turn to host the National Chrysler Restorers Club of Australia Rally.

I remember years ago when Ross Bryant suggested we go to Tasmania on a Rally in 3 years, everyone said that's too far off, but before we knew it, about 25 vehicles were on the Boat to Tassie, to one of the best rallies we have attended.

At our March Meeting we agreed to take the position as "Tour Directors".

We needed to get things off the ground, by at least finding out if anyone wanted to help us. We decided to have a get together

with the people who had offered their help from the replies that were sent back to the club.

At this meeting we elected a committee and talked about venues. The agreed place was the Riverland. More work needs to be done to confirm that this is possible. ie large enough venues and accommodation, for 300 to 400 people.

The Rally Committee elected at that meeting is:

Secretary - Gail DuBois  
 Treasurer - Graham McRae  
 Asst Treasurer - David Crichton  
 Accommodation - Noel & Rae Cowie  
 Catering - Judy Hart  
 Public Relations - Mark Hallett  
 PR Assistant - Andrew Norton  
 MC & Entertainment - Ross Fleming

Daily Runs - Garry & Rhonda Williams

Printing & Web - Richard Tapp  
 Merchandise - Neill & Joan Wormald

Many other people have listed their name to help as time progresses, as there will much to do.

The Sponsor Coordinators Position is still to be filled. This doesn't mean to sponsor but to find sponsors as a rally of this size takes a large amount of money. So if you would like to help in this field or have any ideas *please* contact us.

#### WE NEED YOUR HELP

2010 is just around the corner.

*Trevor & Lorraine Beythien*  
 (08) 8449 8905  
 Mob 0409 096 070

### Ten Pin Bowling Night

#### 10 February 2007

Bowls, anyone?

It's a relatively simple concept. You roll a large, heavy ball along a lane towards ten pins. Your score depends on how many pins are toppled. Sounds easy? Yeah, right!

Well, eighteen CRC members and friends gathered at Marion Bowland on Saturday 10th February to try their hand at bowling.

On one lane Ralph and I played with Malcolm and Elizabeth Curtis and Garry and Rhonda Williams. Next to us were Ross and Peggy Fleming, Dave and Gaye Aylett along with Marlene and Phil Conway. Judy Hart

with friend Anne and her son, Stewart, joined forces on the third lane with Alison and Gil Purdie and their friend Andrew.

In spite of the seeming simplicity of this pastime there are hidden obstacles. These are called gutters. I'm sure these are magnetized and the ball I chose had a steel centre! My excuse anyway! If there is ever a next time I will use gutter guards.

Fortunately others had greater success and, over the course of two games, there were quite a few strikes and spares. Styles of bowling varied, but Stewart displayed the most professional. Marlene was the hardest working bowler. Phil pulled a hamstring on his first bowl, so

Marlene bowled for both of them, and did a good job.

Halfway through the last game I slipped over and made unglamorous contact with the floor. If I'd done it earlier I would have had a good excuse for my low score.

Ross recorded the scores, but lost the paper. Personally I prefer that the scores remain unrecorded. Suffice to say, the scores don't matter because we all had fun and plenty of laughs.

Thanks, Ross, for organizing our night out.

*Margaret Winston*  
*Apologies to Margaret - I overlooked this report last issue*  
 - Ed.

## PAST EVENTS

### Goolwa / Fleurieu Peninsula Run

#### Sunday 18th March

We left home at 9 am to meet at the old weigh bridge for a 9:30 am start. A good turn out of cars assembled including Julian DuBois's newly acquired 1964 AP6 Valiant (very nice car) and at 9:30 am we were on our way.

The weather was fine but a cold wind was blowing. We made our way along the main south road to Yankalilla and stopped for morning tea.

Most members visited the local bakery (who were expecting us) and indulged in their pastry delights; some members stopped to check out the local markets.

Around 11 am we left for Goolwa, using the ring road to bypass the main area of Victor Harbor. On arriving at Goolwa we made our way across the bridge and finally turned into the car park at the Marina to be greeted by Trevor & Loraine.

We set up our chairs by the water where the boats were moored and set about having a very enjoyable lunch in a beautiful sheltered environment along with other members of the club.

After lunch Trevor kindly offered to take members for a trip on the water in his boat showing us the huge changes that are taking place around the marina. This meant two trips as most people took the opportunity to have a

ride and a look at the marina and at the magnificent homes that line the waters edge.

The homes that have water frontage also have private landings and moorings for their very expensive boats. As we were on the last trip we arrived back at around 4 pm and decided to make our way home.

A good day, good company, good run.

*Noel Cowie*

Sunday 18th March saw about twenty cars gathered on South Road, O'Halloran Hill for the run to Goolwa via Fleurieu Peninsula, organised by Trevor and Lorraine Beythien. In keeping with modern trends, only two of the cars were "wooden wheelers", the 1929 De Soto Roadster of Alan and Sandy Martin (topless as usual) and the 1925 Chrysler of Steve Lovell. The rest were mainly post-war and classic cars.

Congratulations to Julian DuBois, who attended in an immaculate Valiant AP6, which he had purchased only two days previously.

We started promptly at 9.30 a.m., and enjoyed a leisurely drive along South Road through Morphett Vale, Aldinga, Sellicks Hill and Myponga to Yankalilla, and guess what? The Yankalilla bakery was open and had been warned to expect us, so they had plenty of goodies for our morning tea..

Having kept up the club's bakery tradition we headed off towards Victor Harbor, turning off to avoid the centre of the town, and travelling through the Port Elliot industrial area and Middleton to Goolwa, where we crossed the bridge onto Hindmarsh Island.

Once on the island we entered the marina area, found the car park, and set up our lunch tables and chairs on the lawns overlooking some of the moored boats. The Beythiens have a lovely wooden cabin boat moored there, and after lunch they kindly offered to take members for a cruise around the marina. Two boatloads of members accepted, and for those who, like me, had not been to Hindmarsh Island since before the start of the development, the cruise was quite an eye opener. I was

amazed at just how big the whole project was, how many large boats were already moored there, and how many expensive-looking two-storey houses had already been built along the banks of the waterways. The sight of the old ferry, once the only means of vehicular access to the island, and now unused and languishing under the spectacular new bridge, brought back memories of days not long past but soon forgotten.

At the completion of the cruise it was time to start thinking about returning home, and members began heading off at their leisure, no doubt well satisfied with the day's outing. Many thanks, Trevor and Lorraine, for your efforts in organising another successful and enjoyable run, and for generously providing your boat for the pleasure of the members.

*David Crichton*

Lorraine Beythien also wrote a report - but there is only room for the most important paragraph:

***If you place your name on club event booking lists to have lunch and do not go on the run (for whatever reason), please notify organisers before hand, so the booking can be amended in advance.***

*Editor*

*Photos: Noel Cowie*



# PAST EVENTS

## All Chrysler Day 2007

### 25 February 2007

Here we have additional photos from All Chrysler Day, taken by Jarryd Just.

*Right: Chrysler Car Club banner and part of their display; Below: Dodge Challenger 440 (?); Lower right: VF Valiant VIP; Bottom: A pair of 1958 Plymouths*



# PAST EVENTS

## All Chrysler Day 2007 (ctd)

Right: Dodge Phoenix; Below:  
1970 Dodge Super Bee; Lower  
Right: 1972(?) Plymouth Duster;  
Bottom: VG Valiant Pacer



## PAST EVENTS

### Phillip Island Historic Racing 2007

#### 9-11 March 2007

For many years Allan has wanted to attend this historic meet and this year he finally made it.

Motor history was made this year when 520 cars, more than 15,000 spectators combined to make it the largest meeting ever staged in the Southern Hemisphere.

We are fortunate to have good friends who live opposite the race track and always wanting us to visit. We arrived early Thursday afternoon and after catching up with our friends we ventured to the track to catch up with two of my girlfriends from Adelaide



5000s V8 and Formula 1 racing cars. We loved the old racers which included a 1938 Dodge, 1939 Chrysler Special, 1931 Bugatti and many, many more. My favourite was Graham Sharley's (from S.A.) [and former CRCASA member—Ed] silver 1939 WPC Special.

Saturday and Sunday were for racing and consisted of 33 events with 45 special cars from UK, Germany, USA, Hong Kong, Monaco and New Zealand and 12 Formula 1 racing cars including F1 Ferraris.

There was also a special display of famous cars including 7 from the Porsche Museum in Germany including 2 Le Mans winners and a Type 804 8-cylinder Formula 1

whose husbands both drive race cars, one being a 1964 Cortina GT and the other a 1967 Mini Cooper S.

The pit and paddock areas were abuzz with cars and trailers coming and going. Many of the drivers had the bonnets up with much tinkering going on. The owners were all very friendly and were very happy to lift the bonnet and talk about what was beneath it and relate the history of the vehicle.

Allan was in his element all weekend, taking many photos of cars ranging from the 1920s racers to the Formula

*Photos from Allan Martin: Robert Braune's Charger, Stormin' Norman Beechey and Sandy Martin, Graham Sharley's WPC Special*



# PAST EVENTS

## Phillip Island Historic Racing 2007 (ctd)

winner from 1962. There was also a parade of all Peter Brock's racing cars, it was like Bathurst of yesteryear.

A lot of interest was in the paddock and car parks where a collection of historic racing and club cars every assembled in Australia could be found. Another display was Shannons Walk opposite pit straight where some 200 special road cars put on display by 50 car clubs.



passion for the Neptune Racing Team and I purchased an autographed poster from him. This was a great way to end a fantastic weekend.

This meeting is a must for the enthusiast, well worth a thought for a couple a days away.

*Sandy Martin*



We mingled with celebrities such as Sir Jack Brabham, Kevin Bartlett, John Goss, Bob Jane and Norm Beechey.

I was fortunate to chat with Norm Beechey about my late father (who owned a Neptune garage) who had a



*Photos from Allan Martin: Plymouth Special (originally Clem Dwyer), Gregory Eastwood's 1938 Dodge Special, Brian Scrivener's Brax Dodge Special and Mark Woodberry's Dodge Special. The latter is an SA car ...*

## PAST EVENTS

### Vineland Rally 2007

#### *Easter 2007*

In perfect weather, Ralph and I headed for Mildura on the Wednesday before Easter, for the 17<sup>th</sup> biennial Vinelands Rally run by the Mildura Vintage Vehicles Club.

On Thursday we were joined at Calder Caravan Park by Ashley Farrow, Margaret Edwards and the Beythiens, Lorraine and Trevor. They too had left Adelaide on Wednesday but stayed overnight at Loxton. Needless to say, there was a lot of chit-chat that night.

On Good Friday we all spent the morning in Langtree Mall where many stalls and entertainment supported the Easter Hospital Appeal. Mildura is a very busy city over this holiday period and high powered boats as well as drag racing machines were on display.

After relaxing for the first part of the afternoon we drove to the MVVC clubrooms at Gol Gol to collect our rally packs and enjoy



a barbecue dinner. It was a time to meet and greet people from other clubs, many of whom have become friends over the years.

As with all rallies, there was little time to spare over the weekend. On Saturday entrants gathered about 7:30 am at the Mildura Senior College Sports Oval for a static display of cars

and the official opening by Mr Peter Crisp MLA and Member for Mildura. It was on to Irynple Vintage Winery and Museum for morning tea after leaving at 9:30 am. Lunch was at Nangiloc Oval for judging of cars and an Easter Bonnet competition. Lorraine and Trevor did our club proud with their colourful bonnets! In the evening our meal and entertainment was at Sacred Heart Hall.

Sunday's run began from Buronga Wetlands where we gathered at 9:00 am. From there we went to the Botanic Gardens for morning tea. A number of people did the train tour, including Ashley and Margaret. Lorraine, Trevor, Ralph and I declined, as this will be part of our Mid-North Meander experience. Lunch was at the Wentworth Showgrounds where the big engines were running. Ralph and I used our free time to visit Wentworth Club during the afternoon – a costly decision.



## PAST EVENTS

### Vineland Rally 2007 (ctd)

The presentation dinner was at the Irymple Hotel and was tasty. At this point I will mention other CRC members who attended the rally. As well as those previously mentioned we had Garry and Rhonda Williams and Barry and Sandra Ellis from Broken Hill who have recently joined our club. They have been in their local club for many years and are well known to many of our members. As it turns out we were happy to claim them as their 1959 Nash Metropolitan coupe took the trophy for the "Most Popular Visitor's Entrant".



Breakfast at the Gol Gol clubrooms from 7:30 am onwards gave us all a chance to say farewell to our friends from other clubs. Ashley, Margaret, Trevor and Lorraine went off to spend a night at Pelican Point near Morgan with friends while

Ralph and I were staying in Mildura until Wednesday.

This year's rally at Mildura was our 10<sup>th</sup>, since first going in 1987. The only one we have missed was in 2003 when we went to Tasmania for the

Tattersall's Tour. To those of you who have never been to a Vineland Rally I would say to try it in 2009. If you have been before, give it another go. The Mildura Vintage Vehicles Club knock themselves out to present a great rally and provide hospitality.

Ralph and I have expressed our gratitude in person, but I would like to put it in writing - "Thank you to the Rally Committee and members of the MVVC for giving us another great experience."

*Margaret Winston*



*Photos by Trevor Beythien:  
Opposite top: Left to Right; Barry & Sandra Ellis, Garry & Rhonda Williams, Ashley Farrow & Margaret Edwards, Trevor & Lorraine Beythien, Margaret & Ralph Winston.*

*Opposite bottom: Selection of cars*

*This page top: Barry & Sandra Ellis 1959 Nash Metropolitan Coupe*

*This page bottom: Ashley Farrow's 1950 Dodge, with others.*

## RESTORATION STORY

### 1930 Chrysler 70 Sedan

Quite some time ago – approximately 25 years – Malcolm (my late husband), was keen to find a Chrysler sedan, round about the 1928/1930's era, for restoration. He had been talking to the “boys” from the car club and I believe Ric Frith, just happened to spy a few old wrecks (or should I say cars) in the back of someone's yard in St. Peters.

Malcolm, Ric and I believe Kevin Frith went around and knocked on the door of this house one night to make a few enquiries and find out whether there might be a suitable car for purchase. Well, as it happened and after a few more phone calls, Malcolm was able to purchase the vehicle, together with the several barrow loads of chicken and sheep manure that it held within its body work. Early one Sunday morning the dear old Chrysler was surreptitiously towed home without out too much hassle.

Malcolm then began the diligent work of emptying the animal produce, and slowly and carefully dismantling the car piece by piece in order to eventually commence the restoration.

A few months passed and one day we received a call from the gentleman from whom we had purchased the vehicle, a very kind and gentle man; we'll call him Patrick. Now the story goes like this I believe. Many years prior, Patrick had been given this vehicle by a fisherman friend, on the understanding that he would “tinker” with it and one day give it back in going order. However, quite some years had elapsed and not too much tinkering had happened and a lot of deterioration had certainly occurred. Patrick had been

planning to move to the Adelaide Hills and did not wish to move all his antiquated vehicles. It was fortuitous indeed that Malcolm had approached him at about this time, and Patrick in turn had spoken to the fisherman and asked whether he would mind if he sold it for \$650 and there had been agreement.

In the meantime the fisherman had been talking to a truckie who said he would give him “10 grand” for it. Now the fisherman was no longer happy with the \$650.

So when the call came from Patrick, the car was already in many pieces and unfortunately it was too late to return it. Patrick agreed – he had sold in good faith and we had bought it in good faith – so a court case ensued.

One day, some months later we travelled to the Adelaide Hills to the Magistrate's Court. Patrick hoped to be able to tell his story and defend himself, but after the Magistrate had heard the story from the fisherman, and his truckie mate, the Magistrate indicated that he knew nothing about vintage cars and their values and asked that an expert be called in to set a value on the vehicle.

In order to do this the fisherman had to contact an expert witness, the court had to be adjourned and a date would have to be arranged to inspect the vehicle (or all the bits) in our garage. All these arrangements were duly set in place and eventually we hosted the solicitors, the parties concerned, the expert witness and any other court representatives who were also required.

Everyone walked around looking very serious and important. Of course Malcolm had really given the dear old garage a clean and

polish and had displayed all the “parts” as well as possible.

Then back to court we went and the expert witness gave his advice as to how much he would be able to sell all the parts for, and the money he would be able to gain. Patrick was then given the chance to either continue to defend his case or quit while he was not any further behind the eight ball and more importantly not too much out of pocket (which was a few thousand dollars by this stage).

This whole process certainly did not give me a good feeling about law and order and justice and a fair go.

So Malcolm continued to collect another few cars of the same era for spare parts over the years and slowly but surely started restoring. He had managed to complete all the mechanical work but unfortunately not the body work before he became ill and passed away.

One of my greatest regrets was to discover that although Malcolm had restored a number of instrument panels for friends, after completing the last of these he admitted that he didn't think he had retained enough good parts to restore his own set of instruments for his own car.

But the show must go on. We've had this car too long and it's got too much of an interesting history - and Malcolm's hard work must not be wasted - and his dream must be realized - so with the help of a few very good friends and dedicated members of the Chrysler Restorers Club the work has been continuing in the garage at Broadview, usually on a Tuesday.

Bright and early on Tuesday

## RESTORATION STORY

### 1930 Chrysler 70 Sedan (ctd)

morning John Webb arrives with his trusty tool box and then Richard Kretschmer (who has restored his own 1925 Dodge) arrives to assist with woodwork for the body of the Chrysler. Graham Bailey and Ric Frith were assisting for the first few months but then Graham decided to follow the call of his heartstrings and we lost him to the eastern states for a while – but we sincerely hope that he'll be returning soon. Bob Kretschmer, who is restoring an SS Jaguar, has also been assisting with all sorts of bits and pieces and keeping the "boys" stocked with timber and nails and any other requirements.

I often pop my head into the garage to see how things are progressing – sometimes I hear the odd swear word as I pass by, but it's really

encouraging to hear the hammer and the band saw going and to see a few sparks from the welder and know that "things are happening".

My task is to clean up all the wood shavings and saw dust each week and to keep the men refreshed with cool drinks, cups of coffee and tea, a few home made goodies and some lunch each week – and of course to offer lots of encouragement.

*(I might add that although I was known to provide pretty rough chicken and banana sandwiches on the Nullarbor during the Whale Watch trip – I believe the guys would agree that my sandwich making skills have vastly improved.)*

For Malcolm's sake and Chelsea's

and Julian's and mine, I'm thrilled to see the progress each week and to know that little by little the car is gradually taking shape, and one day will be completed. As each stage is finished there may be more opportunities for other members of the Club to take part in this very special restoration. Every bit of assistance will be greatly and eternally appreciated.

And when it is completed I certainly hope that other members of the Club will join me in a trip across to the West in Malcolm's memory, and I know that he will be with us all the way, if not in body then at least in spirit.

**Gail DuBois**  
20 March 2007

**Photo: Gail DuBois**



## RESTORATION STORY

### Feral Fire Engine

It all happened by accident actually.

While on the Victory's Down The Murray in September 2006, Aaron Morley of Bendigo (1925 Dodge Brothers 4 - Feral Sports Car Club) mentioned a planned Feral trip to the Birdsville Races Sept 2007. Hmmmm.

Denis Thompson and myself, Gil Purdie, have previously made 9 trips to Birdsville as Entertainers/Workers for the Races, the last time being 1999.

*(This is where we met Cled Davies, before the First Dodge 4 Rally at Cootamundra, when he arrived at the Birdsville Pub in his 1922.)*

For many years we said we would return.

We needed a suitable vehicle for the trip. After exploring old CRCSA magazines (Vehicles For Sale), Graham Bailey told us of a 1933 Dodge Fire Truck at Seppeltsfield. After several phone calls and a trip to inspect the vehicle, the purchase was made. (photo's CRCSA. Nov./Dec. 2006)

Denis and I have owned vehicles that have only required "maintenance"; never a restoration. Our plan is to maintain/restore mechanicals to make the vehicle reliable for the trip.

The Feral Fire Truck Restoration Society was formed.

First job was to clean and remove 25+ years of rat nests from the vehicle.

While evicting a nest from the motor we found a spark plug

missing. All plugs were then removed and diesel allowed to soak for a week. The motor was unseized quite easily with the crank handle then turned with the starter motor.

We removed the head and inspected; not good.

We were not budgeting on a major motor rebuild. What to do? Find another motor? Many phone calls and emails later, no motor to be found.

18-19 Nov 06 my phone rings. Its Chris Howes at Bendigo Swap Meet. Are we interested in a 1933 Plymouth motor (same as Dodge) with 48.000 miles on the clock? Vehicle is to be rodded but at present is still driveable. Photo's CRCSA March/April 07.

After phone calls and emails to the owner, a purchase of motor, gearbox and front end was made. A giant thanks to Chris Howes who not only spotted the For Sale add on a chalk board, but on a Christmas trip to the Grampians contacted the owner and arranged to test drive the vehicle.

While the Plymouth was being prepared for its "running gear removal", our fire truck has had brake slave and master cylinder reconditioned, brake shoes relined, radiator cleaned and tested, carby cleaned and checked and the water pump cleaned and checked. The 6 wire wheels have had the "new" tyres removed (25+ years old but never driven), the wheels bead blasted and repainted. Tyres have been refitted with new tubes. The grill has been bead blasted and repaired. Many

items unseized.

Next a trip to Natimuk Vic. to remove the engine, gearbox, front end etc. with 40 deg temp forecast, we expected the worst;

farm shed, dirt floor, flies and heat. How wrong we were!!!

The Plymouth was in a large American style barn, on a concrete floor, plenty of room to work around the whole car + air conditioning + bar + fridge + barbeque + large colour TV connected to a large sound system and speakers through the shed + 44 gallon drum adapted as a heater + bar stools and lounge chairs. This took up about 1/4 of the shed!!!

Denis and I rolled out our swags and settled in. Large stubbie nests appeared to grow over night. Saturday Morning we removed the motor, gearbox, front end, diff, pedals, shockers and anything else the owner did not want. All was loaded into trailer ready for our trip home by 1:30 p.m.

Although it is a pity to see a car like this hot-rodded, it has enabled us to get another car on the road and other parts for 2 other club members so far.

Back in Adelaide, mechanicals are installed and now down to the fiddly bits and soon to be started and test driven.

Thanks to club members who have assisted and especially Dick Hart.

**Gil Purdie and  
Denis Thompson  
6 April 2007**

Stage 2 next issue

# RESTORATION STORY

## Feral Fire Engine (ctd)



## OUR MOTORING HERITAGE

### 1935 De Soto Service Car

The ABC TV program "Can You Help" is trying to track down this historic Mopar. Darren Hutchinson 08 9220 2844 is the contact.

Ron Golding wrote:

"Hi Darren,

... The Desoto was purchased new by my father in 1936 as a seven passenger sedan. He extended the chassis and had a new body built in Adelaide extending it to an 11 passenger "service car". The vehicle operated from Flinders Street Melbourne through to Powelltown & Noojee, once carrying 27 passengers with some on the roof from the Powelltown rail station to Noojee.

The vehicle was parked for a number of years in front of my parent's home at McMahon's Creek, just East of Warburton in Victoria.

Sometime around the early nineteen eighties a person or persons called in to visit my father and enquired if he would part with the vehicle because he would like to restore it. My father gave the vehicle to the visitors but he cannot

remember where they came from. We believe it may have been somewhere in Gippsland Victoria.

He will be 100 years of age this May 2007. He remains quite healthy still, living in his own unit and travels by his personal electric buggy to the shops on most days.

Regards and many thanks for your interest."

Gil Purdie passed this on to Doc Doherty who wrote:

"Dear Gil,

Thanks for the photo & info. A very impressive vehicle. I do remember seeing a photo of this vehicle (not same photo as yours), or a vehicle very much like it, some years ago. It possibly was in a local history book that we produced when we owned our bookbinding company, or possibly in the Vintage Drivers club library. I have never seen a vehicle like this however.

Some years ago I purchased what I believed at the time to be a Dodge "DA"

service car - a wooden framed Sedan with three doors each side. The body was real bad and needed a complete re-wood. Later, after acquiring better restoration propositions, I advertised the vehicle in the "Vintage Driver" magazine. There was no badge on the radiator surround, which was a bit different to the normal DA surround, but all the mechanicals appeared to be Dodge. It was purchased by a member in Newcastle, N.S.W. who informed me that it was in fact a 1930 Fargo Service car. I assume it is still under restoration.

Service cars were very popular in Vic. during the 1920s & 1930s, particularly carrying tourists and holiday-makers to the many guest houses. In the current "Vintage Driver" magazine there is a 1929 Chrysler service car advertised for sale. Again three doors each side, but with a tourer type hood and side curtains. I have quite a few photos of vintage service cars, but nothing on the 1936 De Soto."

Can we help?

**Richard Tapp**

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# MARKET PLACE

## Club Clothing

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**Sew On Badges** \$16

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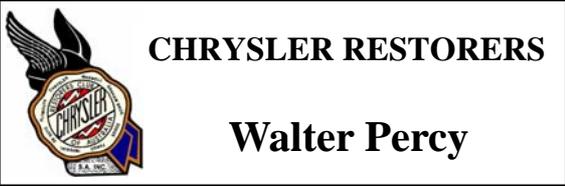
All prices include our emblem embroidered on the article

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.....
2 <sup>nd</sup> badge name.....	Price.....
3 <sup>rd</sup> badge name.....	Price.....
4 <sup>th</sup> badge name.....	Price.....
5 <sup>th</sup> 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

1916 Reo tourer, very rare in Australia, unrestored and dismantled, very little body bar front guards and cowl, running gear for the most part complete, extensive research on body dimensions included, \$3,000 ono, Gail 0438 857 318

1917 Dodge roadster, attractive, rare and reliable veteran. Starts easily, keeps up with modern traffic, drives well, older restoration, certified production date (February 1917), located in Adelaide, \$20,000 neg, Tony Parkinson 0408 805 518 (see pic)

1924 Dodge 4 tourer, near running, unrestored and complete with spare chassis and some engine parts, rare find in this condition, \$6,000 ono, Gail 0438 857 318

1926 Dodge 4 tourer, engine number A467692. Complete, unrestored; 1924 Dodge 4 Buckboard, engine number A126644, missing generator/starter, unrestored; 1925 Dodge 4 buckboard, engine number A187???, complete, unrestored. The vehicles have been stored in a shed for many years. Want to sell as single lot. As well there is another stored under "the old pepper tree" which is also included. Simon Gliessert (Murray Bridge) 0418 813 161 (see pic)

1928 Dodge Standard 6 sedan, completely rebuilt plus 2 motors in pieces, 3 gearboxes, 19" front end and diff, 21" front end and diff, 0409 283 019

1930 Chrysler 70 sedan in running order, used in parades, spares available, price negotiable, Clive Pocock 8576 3097 (Lameroo)

1938 Dodge sedan [VHR886], complete in running order, red, engine number D225644 D Weckert 0407 790 948 or L Weckert 8581 1280

1938 Dodge, \$7,500, happy to answer any questions, John Jackson 02 4981 2893 (see pic)

1939-1948 Plymouth parts, 5 x 16" rims, steering box, rear axle (drum to drum inc diff), misc. parts including arm rests complete with plates etc, Jack Vandenakker

0427 710 833

Marinised P25(?) side valve Dodge/Chrysler complete and running well, plus stub axles, Wayne Bartlett 0438 285 807

S series Valiant, excellent condition, push button auto, recon motor, good original trim, on club reg, \$9,500 ono, c/o Wayne Bartlett 0438 285 807 (car at Meningie)

Small '60s Viscount caravan, good cond, Wayne Bartlett 0438 285 807

1966 valiant Regal \$8,500, Richard Powers 0407 979 564

1968 VE Valiant VIP sedan [RFY 918], 273, auto, beige with black top, beige trim, 1 owner, excellent condition. Letitia 0419 030 607 (see pic)

1969 VF Dodge utility [RPF304], straight body, good condition, numbers matching, 3 speed slant six, original owners books, reg to July, \$4,200 ono 0417 891 780

1977 Regal Sedan with 265 Hemi, 296,000 km (books from past 20 years), factory air, power steer, auto gas, 6 seater, cd player, factory tow bar, factory mag wheels (including spare). Registered until October 07. Items changed since bought include, all hoses under bonnet replaced, new 2 1/4 inch exhaust, new starter motor, new water pump + belts, new gas converter, new Clarion cd player, new rear wheel bearings, new rear gas shocks, new 9 mm Prospark ignition leads. Being sold to make way for a 1981/1972 Charger project. Car at Strathalbyn & can be inspected, \$2750 ono. Andy Male BH (08) 8154 7104 (see pic)

1981 CM Valiant [WKG247], 245, reasonable condition, a little rust in doors, reg until 9 April, 200,000 km, \$1,000, Lesley Nivan 8552 5717 ah.

I have many NOS bearings to suit veteran, vintage and later cars, and also a few truck bearings, all much cheaper than shop price. If you need bearings, let me know your make and model and the bearings you need. I may just have them! David Crichton 83376980

Valiant disks, P/N DBA-201 to suit VC, VE, VF - Year 9/68 - 1970. (front); P/N DBA-203 to suit CL, CM - Year 1976-81. (front) ; P/N DBA-204 to suit VG - Year 1970. (front). All discs are for sale at \$33 each brand new in boxes direct from our warehouse. They're also available in slotted for an extra \$15 each. We can arrange delivery anywhere at an additional shipping cost depending where you are. First come first serve. Joe Franco, Disc Brakes Australia (02) 9748 0211

Dodge & Plymouth Parts - the business! \$25,000 plus stock. Established 21 years. Jim Robinson 03 5345 4094

### WANTED

1929 Nash Std 6 clutch plate, Robert Cowie 03 5659 8291

Locking hubcap to suit spare wheel of 1935 Plymouth. Have a 1933/34 to swap if interested. Phillip Downey 0418 239 242 (NSW)

1958 Plymouth Fury or Belvedere 2-door Coupe (RHD) wanted in good running order. Looking to restore while still able to be driven, John 0417 279 136

Can anyone tell me what year these AP3 Wayfarer numbers indicate: AP3-2F-39 and AP3 G39, Wayne Bartlett 0438 285 807

VC Valiant factory V8, white with black vinyl roof, all original with all hubcaps and badges, and in excellent to immaculate condition, George 0402 493 946.

VC Valiant carby and back bumper, Phil Stanford 0438 060 842

Air conditioner bracket and pulley for slant six Valiant sedan, Graham McRae 0402 339 139

Photo of interior trim of VG 2 Door Pacer, for restorer in Western Australia. Please e-mail to jbarnes.sctlogistics.com.au or phone Julie 0409 110 902.

Satin finish Auto Drag Centrelines to suit VG Valiant, Shane 0409 908 878



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