



**THE
CHRYSLER
COLLECTOR**

Number 171

July / August 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
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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, 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
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 31 August 2007. Corrections/amendments until Sunday 2 September 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 July 2007

Cruising Classics - Graham Tonkin

8 August 2007

Old safe drivers - Darren Davis

15 August 2007

Committee meeting

12 September 2007

ATM Cards - Christine Howard

10 October 2007

Club meeting

17 October 2007

Committee meeting

CLUB RUNS / EVENTS

22 July 2007

Military Museum Run – Garry & Rhonda Williams

12 August 2007

Cummins House - Richard Tapp

16 September 2007

Auburn Run - Sandy Martin

INVITATION/OTHER CLUBS' EVENTS

20-22 July 2007

Dodgy Dawdle, Korrine Vic

26-28 Aug 2007

Naracoorte HVC Upper South combined car clubs rally

7-9 September 2007

Auto Collectors Club, Murray Bridge

28 Sep - 1 Oct 2007

NARC at Pt Hughes

28 Sep - 1 Oct 2007

Kimba & Whyalla V&CCC Flinders Ranges Rally

30 Sep 2007

Bay to Birdwood Classic

30 Sep - 6 Oct 2007

11th Chrysler National Rally (ACT) - Brenton Hamilton

3-4 November 2007

Vintage Collingrove Hillclimb, SCCSA

SWAP MEETS

29 July 2007

Angle Park Swap

19 August 2007

Willunga Swap

23 September 2007

Gawler Swap

14 October 2007

Strathalbyn Swap

2007 CHRYSLER NATIONAL RALLY

30 Sep - 6 Oct 2007

Canberra Motor Village.

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

Brenton Hamilton

Entry Forms etc

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

DuPont Historical Colours Online

From Dodge Brothers Club News Dec/Jan 07

Thanks to a tip from *Skinned Knuckles* magazine, you can now view original DuPont colour chips and formulae at DuPont's website. The charts start at 1931.

Start by typing:

www.performancecoatings.dupont.com

Near the top right click on "Visitor"

In the row of buttons near the top click "Color"

On the left click "Color Chip Library - Historical"

Under that click on the newly displayed "DuPont

Refinish"

Read the instructions (go on - you know you want to) then click on the link at the bottom: "Launch the Historical DuPont Refinish Color Chip Library"

Search away!

Dodge is listed under Chrysler, but De Soto and Plymouth are separate.

The original article suggests that "Rubicelle Green" probably has the same formula whether found under Studebaker or Dodge, so be flexible in your searching!

New Members

Con and Anna Panatlios
Torrensville

Valiant VC V8

Graham and Christine Haggie 1924 Dodge buckboard
Williamstown

Cover Photo

Geoff & Cynthia Chase's 1961 Dodge Lancer wagon, photographed at the 2006 St Kilda Tram Museum Run.
Photograph Richard Tapp

COMING EVENTS

Military Museums

Sunday 22 July 2007

Meet at CCC Club rooms at 9 am for a 9.30 start. We will proceed to a bakery for morning tea. Coffee and Cake \$5.50 or BYO.

10.30 am proceed to Military Museum Commercial Road, **Pt Adelaide**, Parking is available

either side of Railway Bridge.

Entry: CRC Discount Price Adults \$6, Concession \$5, Family \$15, Child \$3.

12 noon, Depart Port Adelaide for Taranaki Road, **Edinburgh**. BYO lunch, as there are no eating facilities there, except tea, coffee

and soft drink. Undercover area is available for lunch but BYO chairs.

After lunch view Museum. As a CRC special, a guided tour of the Restoration workshops will be conducted.

Garry & Rhonda Williams
8353 0027

Cummins House

Sunday 13 August 2007

Meet at CCC Club rooms at 9:45 for a 10:15 departure to our destination, which is only a few minutes away at Novar Gardens.

Tours of Cummins House (home

of the Morphett family from 1842 - 1977) are \$8 including morning tea.

Weather permitting, we will use this as a 2008 calendar photo shoot, with the historic house in

the background.

Afterwards we will return to CCC Glandore for a BYO lunch and maybe another "photo op".

Richard Tapp
8271 6961

Pub Lunch at Auburn

Sunday, September 16, 2007

A combined run with the MAPS Car Club.

Meet at Carisbrook Park Main North Rd. (opposite the Old Spot Hotel) 9.30 for 10:00 departure, **alternatively** meet at Roseworthy Hotel for 10:30 departure.

Meet at Roseworthy at 10:00 a.m. for 10:30 start.

Lunch at the Rising Sun Hotel at 12 noon.

\$18 a head for soup and roast.

Catch up with friends from the MAPS Club and make time to visit some of the interesting places

around Auburn. Check out the galleries, antique shops, wineries and historical buildings.

A booking sheet will be circulated at the club meetings or enquiries can be made by contacting ...

Sandy Martin
8297 8476.

Go Fly a Kite

Sunday, 14 October 2007

Our run for October is to a Kite Festival in Sedan. It is a day especially designed for children, so bring the kids and the grandchildren. Professional kite flyers will be there on the day, but you are welcome to bring your own. There are contingency plans if there is no

wind, but they are very good at flying even in the lightest wind. Entry is free.

There will be face painting among other children's activities, plant and craft stalls, BBQ, Devonshire teas, ice-creams, fully catered and bar facilities.

Meet at the Civic Park car park on

Main North East Road, Tea Tree Gully, at 8.30 for a 9.00 start. The entrance is on the left - through the lights at Reservoir Road, then immediately left after the lights at the Tee Tree Plaza exit road. Any enquiries to:

Judy Hart
8337 7887.

Blanchetown Music Campout

Fri - Sun, 26 - 28 Oct 2007

Bindmurra Station, Blanchetown Admission - Adults \$25.00 - under 16 free if accompanied by an adult. Camping from 12 noon Friday to 3

pm Sunday

Catering: Bar facilities, Burk Salter Wines, steak sandwiches, soft drinks, donuts, tea, coffee and other food available. Camp oven tea on Saturday night.

Inquiries to: Lorna 08 8540 5404, 0 4 1 2 2 8 6 7 6 8 , slmarkos@riverland.net.au or Judy 08 8540 5183, 0408 839 881, arnoll@activ8.net.au

Judy Hart

FROM THE COMMITTEE

President's Message



At the halfway point of the year it seems we may have time to catch our breath, certainly the cold weather has dampened our enthusiasm. With the completion of the Mildura rally, Mid North Meander and the Cornish Cavalcade it definitely is time to take a deep breath before the next bout of events begin. Elsewhere in the magazine our members will share their personal experiences of these outings and for those unable to attend it may encourage you to join in next time.

Most of you would now be aware of the sale of Chrysler by Daimler to a US investment consortium, the press release statements by the new owners are all very encouraging with assurances that Chrysler are still focused on building automobiles. Those of you (which includes me) with a jaundiced eye may take this with a grain of salt and wait for the inevitable asset stripping that seems to follow these happenings, please hope I am proved wrong.

Still in the US, the unearthing of a 1957 Plymouth from a time capsule in Tulsa was a bit of a flop. For those of you who missed the photos it didn't fair too well after 50 years standing in a metre of water. Seems the instigators built a submerged enclosure

capable of staving off a nuclear explosion but not able to keep the water out, now the hunt is on for a "lucky winner" to come forward and claim the pile of rust.

Closer to home, I attended the Federation meeting a few weeks back with the knowledge that changes are being considered to the Historic Registration Scheme as we know it.

At this stage it would seem that the authorities are concerned with the number of vehicles covered under the existing regulations and the escalating costs associated with them. At the time of the meeting nothing formal had reached the Federation but the feeling is

there will be a registration fee imposed on our vehicles in addition to the existing Insurance and Stamp Duty charges, so we will keep our ear to the ground.

One of the facts that emerged in the course of the meeting was that a charge is made to the Historic Vehicle Registration (HVR) scheme each time a member goes to a Motor Registration office with a HVR issue, the obvious reaction here is to direct your queries to your local club HVR delegate and let them pursue your query through the Federation as was the original intention when the scheme was first set up. In effect

the only time you should be approaching Motor Reg. is to pay your fees.

Still close to home, and as reported at our last meeting, the Glandore Community Centre which controls our meeting room, has some administration staffing issues which may ultimately affect the running of the centre. Not sure what the impact on the Car Club fraternity will be yet.

Our committee has been busy planning the latter half of the year with interesting outings and Guest Speakers. The most recent Pub Lunch run to Normanville was another masterpiece of organizing by Ross Fleming. He certainly has a consistent record, well done Ross. The Annual Dinner is still in Limbo as we have still to find a suitable venue more central to all of our members, the Athelstone Football club is still happy to have us but I know it's a bit wearing for the southerners, any ideas out there ?

Time to sign off here in order to keep the Editor happy, he was a bit overawed by my runaway piece in the last issue, in the meantime lets keep the wheels rolling.

Safe and Happy Motoring

Chris Howes

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Garry & Rhonda Williams, Sandy Martin, Chris Howes, Ross Fleming, Wayne Bartlett, Bill Watson, Allan Martin, Cathy Howes, David Schumacher, Mark Tuckwell, Alan Tomkins and Gill Purdie.

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

Richard Tapp

WEBSITE STATISTICS

	June 2007	May 2007	June 2006
Visits	3,430	2,356	1,153
Pages	4,935	4,471	2,724
Megabytes	2,293	2,330	1,069

FROM THE COMMITTEE

Secretary's Jottings



Winter is well and truly here. Seemingly with heaps of rain, much of it not in the right places for the ailing Murray River.

By all accounts the meander was a most successful event, with many Club members attending, and with a few stories to tell! The Kernewek Lowender once again proved to be as popular as ever with a good number of club members attending for the complete weekend.

With the Canberra based National Rally all set to run, it is good to see a goodly number of club members joining the Committee to ensure that the next National Chrysler Rally will go ahead in 2010 in SA.

Hats off to Lorraine and Trevor

for volunteering their services to see the event is well set up etc. Would appear these two have already put in considerable time to get things moving! If you hear of anything that needs to be organised, or needs doing, put your name in the hat if you reckon you can do it – many hands make light work – so they say.

With the National Rally coming up, I guess much work is being done to your car etc. I am involved with the National Simca Rally to be held at Tenterfield, starting two days before the end of the Chrysler Rally. It is a big ask to return to Adelaide and tear off again to Tenterfield so hopefully the Simca will be up to scratch to notch up 2900 kms.! before it actually comes home! After all it is a Chrysler built vehicle.

It all seems to happen at once. We are also travelling to Darwin by road in late June, returning early August, so this should be a nice trip. It is 25 years since we returned to SA from the NT, towing a big caravan, having spent around 15 years between Darwin and Katherine.

I recommend anyone to travel up to Darwin and Katherine if you get the chance. Nice to see Graham Bailey back in Adelaide, pity he bought the cold weather with him.

Enough for now. Keep working on those historic cars. It is a bit cold in those sheds at this time of the year, with this cold weather we are having.

Good restoring to all.

Ross Fleming

Snippets from Wayne

BRAKE HOSE

When I got my ute on the road the brakes were a little funny.

We had replaced one front brake hose in a hurry from a wrecker as it was the only place to get one at the time (weekend); it was fairly new,

What was happening was when I applied the brake, it pulled left then came back to pull up straight. The newer hose was on the left. So with that we replaced

both front brake hoses and I have never had brakes this good on an old Valiant with drums.

The old ones were blocked not allowing the fluid through evenly or even fast enough.

So if you guys are having brakes that seem to have a hard pedal but don't pull up properly, get new brake hoses and feel the difference.

Wayne Bartlett

BAY TO BIRDWOOD

All those entered in the Bay to Birdwood who are interested in meeting, travelling and ending up together as a club (you have seen our flags etc to display the club) at Birdwood please contact me via 0438 285 807 a/h or chry3867@bigpond.net.au I can organise times etc.

Wayne Bartlett

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.

PAST EVENTS

CCC Run

22 April 2007

This year's run was organized by the Vintage Sports Car Club of SA Inc, and was combined with its annual Fellowship Day Run when other car clubs are invited to join in for a day of motoring and fellowship.

The run started from the Marion Swimming Centre car park.

The first destination was the McLaren Flat Recreation Ground for morning tea. Once

on the Main South Road it was a straightforward drive to the Victor Harbor turn-off.

The route travelled through McLaren Vale to the steep and winding Willunga Hill. From the Meadows Road we turned into Range Road en route to morning tea at the McLaren Flat Recreation Ground.

The lunch destination was the Morphett Vale Railway in the Wilfred Taylor Reserve. The

route was via Blewitt Springs, Clarendon and Onkaparinga Hills.

The Reserve seems to be a popular venue for various groups, including the miniature railway and an archery club.

One report was that about 200 vehicles had participated.

Adapted from a report by Barbara Clark on the Chev Club website.

Photos: Chris Howes



PAST EVENTS

FHMCSA - Mid North Meander 2007

MY FIRST CLUB CAMP-OUT

Firstly I would like to congratulate Joy and Bill Watson, Arthur and Nola Clisby and the Federation for organising a fantastic trip and I personally can't wait until the next one, where ever it goes.

I very nearly didn't get to go as we were in the middle of having to move house (it's a long story). I was able to move almost all the house's goods and chattels in boxes over the very wet Saturday and Sunday before we left, leaving only the furniture for the removalists. My wife Marianne and her brother had all that in hand, meaning that my father and I were still able to go, thankfully.

First thing Monday morning up early and get the Ute loaded with the tent etc, Well I'm glad I had a ute or we would not have had enough room, you know we were two blokes and we really needed all the stuff we had, you know how it is. Now the utes loaded to the top with the tonneau holding it all in. Kiss the boss goodbye and off we go to Birdwood for the start of our journey.

The Ute had done a whole 503 miles since the resto when we left,

Left: Allan and Sandy Martin's 1929 De Soto K roadster and the Murray Princess. Photo: Allan Martin



which was sure to grow a lot more than that by the time we get home again.

We were treated to a very nice morning tea at the Birdwood Mill and then on to Mannum where we had a salad lunch provided by the Mannum Club as we parked on the lovely green grounds on the river's edge.

After lunch we headed to Swan Reach for afternoon tea (sounds like all we are doing is eating). Here we had scones jam and cream ,YUMMY, then we were off to Renmark for the first night.

Having never been to Swan Reach, I took a wrong turn and headed to Blanchetown. We should have gone to Loxton as it was a lot shorter and we may have got to the caravan park before dark.

Have you ever tried putting up a tent for the first time in the dark, well we did it in about 2 hours; it should have taken about twenty minutes, but we got it up and it didn't fall down. We now know "get to the caravan parks in daylight", boy does that make it a lot easier to erect the tent.

We had a great couple of days in Renmark and Loxton Going for a cruise up the river on the Paddle Steamer at Renmark and visiting

the Pioneer Village in Loxton, where I had my first ever PIE FLOATER; it was great. I'll now have to try one in town here to see if it is as good.

Then we headed off to Mildura for a couple of days. We made sure we got to Mildura in plenty of time to put the tent up in daylight, by leaving as soon as we had finished the lunch that put on by the Riverland Club. Whilst in Mildura we visited the Australian Inland Botanical Gardens. This would have been a lot more interesting for Marianne had she been there. The next morning we were off to Broken Hill via Wentworth and having lunch at Coombah R/House.

A couple of years ago we would not have stopped here, other that if you needed fuel, when the old owners were there, but now it is a very welcome stop for me each month, when I travel through there on my B/Hill run for work.

We arrived in Broken Hill around 2:30ish ,showed the old boy around for a little bit before going over to Bruce Lord's house, where we were staying for the weekend; thanks heaps Bruce. Dad was looking forward to sleeping in a real bed by this time.

That evening we went over to new

Right: Miscellaneous Meanderers in front of Martindale Hall. Photo: Allan Martin



PAST EVENTS

FHMCSA - Mid North Meander 2007 (ctd)



Chrysler-mobiles Wormald, Beythien, Cowie and Martin gassed up and ready to go. Photo Allan Martin

club members, Kim and Dennis Turlie's for tea. We were also joined by Barry and Sandra Ellis, who also are new members of our club. These people in B/Hill are fantastic people. Dad couldn't get over how welcome they all made him feel.

The Broken hill club put on a fantastic meal on the Saturday night at the Anzac Hall, and Sunday we all met on an oval to head out to Silverton for a BBQ put on by these guys and gals; again it was fantastic.

The next morning we all gathered on the same oval to be led out of town by Bruce going past a couple of schools with all the kids out to

wish on our way safely to Peterborough, where we were staying for only one night, so we decided to get a room in the pub rather than put the tent up for one night. Good idea said dad.

That evening we had another fantastic meal in the beautifully kept Town Hall catered for by the local Rotary Club, followed the next morning by a tour of Steam Town. It was very interesting to hear about the old days of steam and to see some of those fantastic old engines and carriages.

Soon after we headed to Merv & Aileen Robinsons farm Aroona for lunch and look around his great collection of tractors. He even has a

working TANK and another tank engine he started for us, what a great noise that thing made.

Soon after that we headed of to Clare to make sure we had enough daylight for you know what. Each time we put up the tent, we got it done a whole lot better. But hell is it cold in a tent at Clare.

We did a few interesting things whilst there including going to Blyth to the pictures to see The Worlds Fastest Indian. I have seen this movie about 15 times; it's great but it was even better on the big screen.

We left Clare on Friday morning for Nuriootpa, calling in to Martindale Hall. What a place it would have

*Neill & Joan Wormald's 1930 De Soto 8
Photos: Cathy Howes*

*Trevor and Lorraine Beythien's 1936 Chrysler C7 and
Richard & Judy Hart's 1947 Fargo Highway Palace.*



PAST EVENTS

FHMCSA - Mid North Meander 2007 (ctd)

been in those days - and still is. You would feel like a King or Queen living there.

Dad and I had decided we would have dinner at Nuri as organised by the Barossa clubs and then travel home to see Marianne - and what the new house looked like. She had done a great job and was glad to see us both.

After a good night's sleep we went back to Gawler for the final lunch put on by the Gawler club; once again great food.

As I said before it sounds like we went on a food trip but a great time was had by all. I travel those same roads and towns each month for work but didn't know there was so much to see along the way. And I have only told you part of the trip.

My father and I would once again like to extend our greatest appreciation to Joy, Bill, Arthur and Nola for organising such a fantastic event.

Wayne Bartlett

TWO HEART ATTACKS AND A FLYING DOCTOR

One of the perils of historic motoring, especially when travelling the long distances existing in Australia, is ill health -

of the participants as well as their machines. It is an unfortunate legacy of the aging process which became very evident during the Federation of Historic Motoring Clubs South Australia's "Mid North Meander - Meet the Clubs Tour" held from 30 April to 12 May 2007.

This, the third in a series conceived to enable South Australian city and rural vehicle enthusiasts to meet and promote fellowship, was preceded by the "West Coast Wander" in 2003 and the "South East Saunter" in 2005.

This year's event attracted a record 103 entries - nearly 200 people - and started from the National Motor Museum at Birdwood in the Adelaide Hills. Vehicles ranged through rare vintage and post-vintage cars such as a 1928 Falcon-Knight 12, 1934 Hupmobile K, 1948 Fargo "Highway Palace" motor home, and a variety of later vehicles.

The Royal Automobile Association of SA, a principal sponsor, provided a utility with trailer and two mechanics to accompany the entrants. The most numerous historic cars were Chrysler products and Holdens, although Morrisies were also well represented. Several towed caravans of various sizes. Morvan

Green's 1961 Matchless G12 CSR was the sole motorcycle. Entrants came from as far afield as Whyalla in the west and Port MacDonnell in the south.

Leaving Birdwood, waved off by Mazda dealer sponsor Jeff Neale, the group proceeded to Mannum to meet the Mannum Classic Vehicle Club, then on to the ferry (several boatloads) over the River Murray to Swan Reach for afternoon tea with the Murray Mallee Auto Club. The first overnight stop was at Renmark, the following day hosted by the Riverland Vintage & Classic Car Club on a visit to the Loxton Pioneer Village where the Sporting Car Club of SA's high-wheelers group (on a tour of their own) joined in. A tour of Banrock Station winery or a river cruise was next.

Health and mechanical problems first surfaced at Renmark. An elderly entrant suffering angina was twice attended by ambulance, but refused to go to hospital. A 1951 Morris Oxford MO stripped its timing gear, but the resourceful owner had a spare in the boot and the RAA mechanics replaced it that evening.

Wednesday morning involved four short river cruises on the restored paddle steamer *Industry*, then off to Mildura over the State border in

Inside the Highway Palace Photos: Cathy Howes



PAST EVENTS

FHMCSA - Mid North Meander 2007 (ctd)



Chris Howes offered to show a couple of CRCA members around Broken Hill, where he was born and raised. Word got around. :-) Photo: Allan Martin

Victoria. Along the way another entrant's wife was stricken by what appeared to be a heart attack and she was returned to Renmark Hospital by ambulance. She was later ambulated back to an Adelaide cardiac hospital where her condition was satisfactory.

The Mildura Vintage Vehicles Club took the group to the Australian Inland Botanical Gardens for lunch and a tractor-drawn train tour around the vast grounds. That night the angina sufferer was compelled to capitulate and accept a Royal Flying Doctor Service air ambulance flight to the Royal

Richard & Judy Hart's 1947 Fargo Highway Palace at full flight. Photo: Allan Martin



Adelaide Hospital. His wife drove their car home.

A recently-restored 1948 Jaguar Mk IV saloon broke a front suspension strut, a temporary rigid repair to which was promptly effected by the RAA men on Friday morning prior to departure over the bridge

crossing the River Murray into New South Wales, bound for Broken Hill. A sightseeing stop was made in Wentworth at the confluence of the Murray and Darling rivers before heading to the Coombah roadhouse where a running board lunch awaited.

The Broken Hill Veteran & Vintage Car Club organised a Sunday run to historic Silverton and the Mundi Mundi lookout. The next day's destination was the old railway town of Peterborough, via Mannahill. The interesting preserved Steamtown railway yards were visited. On Tuesday a detour was taken through Terowie (where

General MacArthur, during his train journey southwards from the World War II Pacific battle theatre, famously proclaimed: "I shall return") and to Whyte Yarcowie where a farmer member of the Northern Automotive Restoration Club showed his collection of vehicles and automobilia, including a WWII tank.

Moving on to Clare for the next three nights, it was across to the nearby historic copper-mining town of Burra or over to picturesque Blyth where the local picture theatre put on two showings of *The World's Fastest Indian* specially for the Mid North Meander. Goode Restorations opened up their workshops to display several vintage car restorations currently under way.

Friday's journey to the Barossa Valley went via Mintaro to view magnificent Martindale Hall - made famous as the school for young ladies in the film *Picnic at Hanging Rock*. Dinner was held in Nuriootpa with the four Barossa Valley clubs: Historical Vehicle, Classic Motorcycle, Ford, and the Machinery Preservation Society.

The tour's finale took place with the Gawler Veteran, Vintage & Classic Car Club just north of Adelaide.

The debonair Noel Cowie with Shirley Crichton, Sandy Martin and Rae Cowie. Photo: Allan Martin



PAST EVENTS

FHMCSA - Mid North Meander 2007 (ctd)



Miscellaneous Meanderers. Photo: Allan Martin

The 83 year-old who had been returned by air from Mildura discharged himself from hospital and attended on his motorised wheelchair. Mazda's Jeff Neale and Federation President Ian Bell, with their wives, were the Federation's lunch guests.

It should be mentioned that municipal mayors were dinner guests along the way and they waved the group off as they left their towns. The mayor of Clare used an Irish flag to signify the town's strong historical connection with Co. Clare. Commemorative certificates and copies of the tour booklet were presented to those who helped with arrangements

along the way.

Entrants proclaimed the event a resounding success and have prevailed on the committee to conduct another in 2009 - probably a variation on the "West Coast Wander": perhaps the "Peninsula Parade"? The \$A40.00 entry fee may have to rise though.

Bill Watson

* * * * *

Sadly, Ron O'Connell, the 83 year-old returned by RFDS who managed to turn up at the finale, passed away on Sunday 27 May.

Ron had been a renowned motorcycle speedway rider and was a member of the Austin 7 Club,

Adelaide Hills Motor Restorers Club, Riley Motor Club, Hudson Essex Terraplane Nash & Rambler Group SA and the Hudson-AMC Car Club of Australia. He will be missed by all who knew him.

Thanks also to Bill Watson, Trevor Beythien and Wayne Bartlett who also provided photographs. Ed.

David & Shirley Crichton's 1956 De Soto Plaza plus two of the usual suspects. Photo: Allan Martin



The Famous Four: Bill and Joy Watson, Arthur and Nola Clisby. Photo: Allan Martin



PAST EVENTS

Monarto Plough Day

6 May 2007

We had not been to Monarto for many years - bulk handling buildings and depots were everywhere and we didn't recognise the area.

We had expected to visit a local farm and were surprised that it was a large

paddock adjacent to the freeway and looked like a "field day".

There were stalls such as metwurst, honey, homemade cakes, jams, wine, food, garden produce and activities such as rope making, horseshoeing, ploughing, spinning, butter making and milk separating.

This was the plough day and in the spring they will hold another for haymaking ("Binder Day"), depending on the season. A very pleasant outing.

Club members were scattered throughout the large crowd. The main attraction was a tractor race, - the winner was the one with the slowest



PAST EVENTS

Monarto Plough Day

time! The 1911 International car attracted the most attention.

David Schumacher

Photos on other page show an early model 2 HP Chrysler tractor, a smoking tractor that obviously has no Chrysler connection, an IHC high-wheeler that

no doubt wishes it were an early model Maxwell, a Graham Bros truck (Charles Lorimer's?) and the slow race.

Photos on this page show Les Johnson's 1926 Chrysler 70 buckboard, that after only 80 years is obviously not yet in need of restoration, a nicely restored 1930s Dodge truck with a

close-up of its bonnet mascot, an unrestored (since its only 40 years old) Dodge truck, John Courtney's 1965 Dodge Phoenix and Trevor Kelly's recently acquired VJ Valiant 2 door.

Photos: Richard Tapp / David Schumacher



PAST EVENTS

2007 Pub Lunch

17 June 2007

From the comments I received on Sunday during and after the Pub Lunch, it would seem it hit the spot OK with those who partook.

I wish to thank all those who attended, to make it such a friendly and pleasant couple of hours. I assumed the Pub would have placed a menu on each table which would have made things a little easier, but not to worry.

Thank you to the eight people on the sick list who rang to let me know they couldn't make it due having the "wog". A further 18 people who booked to attend **did**

not turn up. A telephone is not far away, really!

116 members and friends enjoyed the meal and the general chatter, plus a look at the various new vehicles which made the trip.

Much impressed with Les Kennedy's 1932 De Soto sedan and it was good to see Graham Bailey's 1933 Dodge sedan out again. Also, good to see our hardworking painter Greg Newley out with one of his historic vehicles.

Well that is enough from me. Planning for next year's Pub Lunch is underway, thanks to a couple of members who have

come up with new venues. The idea is to go South one year, and North the next year, making it easier for members who are some distance from the Clubhouse.

In addition, I try to find country Pubs which are a little older and have that nice roaring fire.

Cheers,

Ross Fleming

This page: Noel and Ray Cowie's 1935 Dodge P5 sedan, Ross and Peggy Fleming's 1956 Dodge D49 sedan, Garry and Rhonda William's 1962 S series Valiant and Max Green's 1966 Dodge Phoenix sedan.



PAST EVENTS

2007 Pub Lunch (ctd)

This page: Gregory Janzow's rarely seen 1938 Chrysler C18 sedan, Les and Gayle Kennedy's never before seen 1932 De Soto SC sedan, Graham Bailey's 1933 Dodge DP Brougham, Trevor

Kelly's new VJ Valiant 2 door, and Greg and Denice Newley's 1936 Chrysler C8 sedan in front of the Normanville Hotel and last but not least one of the many tables full of happy lunchers. I

recognise Geoff and Darren Glynn-Roe plus Les and Gayle Kennedy

Photos: Richard Tapp



RESTORATION STORY

1952 Plymouth Cranbrook

This story is a continuation of that which appeared in the September/October '98 edition of the Chrysler Collector! For a number of reasons, the restoration of our car had slowed markedly since writing the first chapter, to the point where, for a brief period last year, the car was for sale. However, just prior to Christmas we discussed the matter again and decided to push ahead.

So, in continuing the story, not a great deal was achieved again until mid 2000. At this point we removed the flow tube from the engine. However, this proved to be quite an exercise. Alan initially followed the instructions in the manual, but the tube wouldn't budge. Finally, he bought a machine hacksaw blade, manufactured a handle, and was then able to cut the tube, removing it in several pieces.

The new flow tube, together with a set of welsh plugs were purchased from Antique Auto Spares. A new water pump was also sourced and fitted. The starter motor and generator were checked, cleaned and fitted. The generator benefited from a new bearing. The radiator

was re-cored. Through our past CRC member Murray Bryant, we were provided with a more modern oil filter casing. This was painted and fitted. Some painting of the engine also took place.

The front inner guards were sandblasted and painted. Both O/S doors were repaired by Greg Newley's workshop in 2001 and 2003. Also during 2003, the exhaust manifold was stripped, sandblasted, painted and refitted with a new gasket. During this process, we also freed the seized manifold heat control.

At this point, Alan wanted to commence rebuilding the O/S floor sills, which constituted part of the major rust work to be completed. To this end, Alan manufactured the inner sill and spot-welded this into place. As for the outer sill, we approached Pete Turner, who conducts a vehicle/boat restoration business in Goolwa.

From this point, no further work was completed until January this year. Following our decision late last year to continue the project, Alan approached a local crash repairer in relation to completing

the major rust work, ie the floor sills (both sides), the bottoms of the P/S doors, both rear wheel arches, air vent, front seat mount and P/S rear pillar.

However, this repairer didn't have the facilities to handle a "body off" restoration, so I suggested to Alan that we approach Pete Turner again. Pete was quite happy to take on the job. Most of Pete's work is in the field of wooden boat restoration, but he was pleased to work on a car, for a change.

Pete notified Alan in mid December that he wanted the car on 2 January. I was quite excited at the prospect of moving ahead with the project after such a long, stagnant period. Alan's next-door neighbour kindly transported the car across to Goolwa early on 2 January. As the car had belonged to Sandy Martin's father, we called Alan and Sandy to advise them of what we were doing. A couple of days later, Alan and I helped Pete by scraping off mud and dirt from the underside and Alan removed the wiring from the firewall. A new wiring harness was ordered from Vintage Wiring Harness, Melbourne.

We were very pleased with Pete's prompt attention to the car. He worked on it, solidly, for three weeks and returned it to us on 19 January. He's currently further assisting us with the fitting of new window glass lifter channels.

Since the return of the car, Alan has worked consistently, making progress each week. We received the car back from Pete with the body only resting on the chassis as all of the body mounts required attention. Alan jacked up the body again and fitted new Holden mounts to the front and rear. Then, on a trip to Adelaide, Alan came across an assortment of body parts, eg clips, screws, etc, and amongst the jumble he discovered a set of



RESTORATION STORY

1952 Plymouth Cranbrook (ctd)

mounts, which he used to fit along the chassis sides. So, the car was finally “bolted down” and, as Alan says, “it won’t be coming off again”.

The radiator and surround were fitted and the boot cleaned of its oily grime. Alan has always stated that he wanted to convert the car to a 12 volt electrical system, so advertised for a 12 volt generator and relay in the March/April edition of our Chrysler Collector. Brenton Hamilton kindly responded and provided us with two generators, a relay and regulator. The temperature gauge was refurbished by Adelaide Instruments.

Prior to work being carried out on the interior, Barbara and Kevin Williams attended a run to Hindmarsh Island in March and, whilst they were in the area, Alan asked if they would mind coming across to Victor to photograph the parts which Barbara would later paint for us. The Williams’s obliged.

Thus the dash, front and rear windscreen surrounds, windscreen centrepiece, ash tray, radio facia and instrument panel were removed and sandblasted, then passed to Greg Newley for priming. All parts, apart from the instrument panel were then forwarded on to Barbara, in order to have the wood-grain finish applied. Once completed, these items will be returned to Greg for clear coating.

Front and rear windscreen seals were ordered from Antique Auto Spares. John was able to provide the front seal only and he wasn’t sure as to where we could source the rear one. Alan initially spoke with our friend, Dennis Newton, who had a good supply of vintage-style rubber, which he thought might do the trick. However, one night whilst reading a copy of the Collector, I mentioned to Alan that there was an

advertisement in the front cover for Dodge and Plymouth Parts, Melbourne. I suggested that he might make contact to see whether we could source the rear windscreen seal. Alan was advised that one was in stock, so this was duly ordered. Another weight off of our minds!!

A sample Locking Strip for the rear window seal was also obtained from Fitch Rubber. The rest will be bought once the window is in place.

Alan has sandblasted and painted the hood lining ribs and bows and has carried out rust proofing of the door pillars, inner mud guard pillars and the front section of the floor. Six metres of hard rubber was obtained, again from Fitch, and inserted down the door pillars and along the rear mud guard arches. This will carry the upholstery webbing.

Once the wiring harness arrived, I visited Antique Auto Spares again to purchase 12 volt globes (parkers, indicators, brakes and internal) and to collect our refurbished pedals. The headlight, parker and brake light assemblies were sandblasted, painted and assembled with the new wiring.

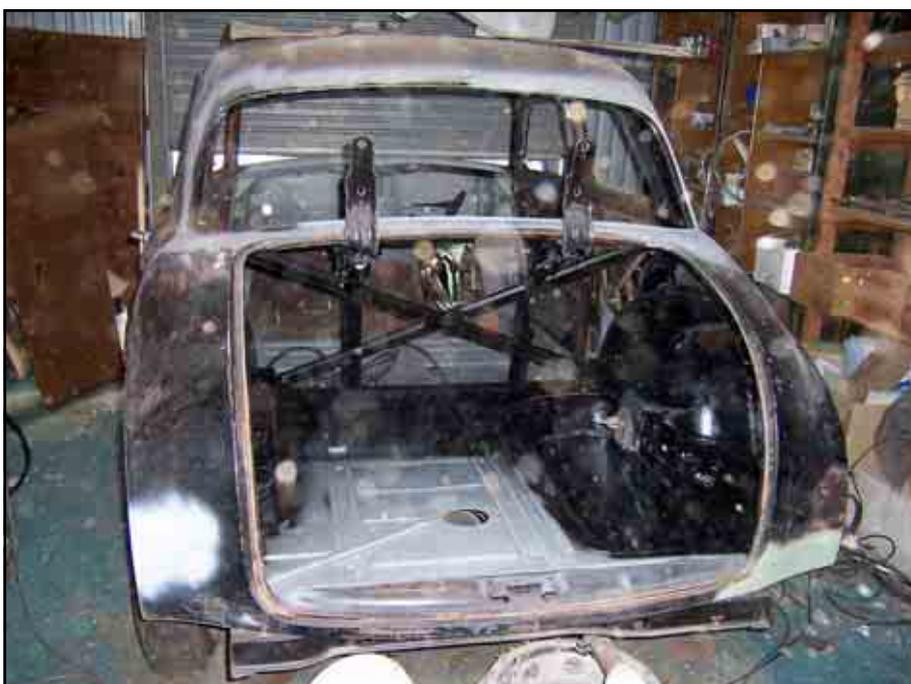
Quartz halogen headlights were obtained, but to fit these into the headlight surrounds, Alan needed to cut an entry point in the back of each one in order to carry the parking light section of the lights. An American-style flasher unit was purchased from Vintage Wiring Harness, apparently sourced from New Zealand.

The front and rear bumper aprons and bonnet stays, which were too large for Alan’s sandblaster, were forwarded to Jason Swaine in Victor for completion. Whilst Alan was working with the front seat, the panic handle came apart and was found to be quite brittle inside. Another was sourced from Antique Auto Spares. New plywood was bought, cut and painted for the rear seat/boot partition. The boot and the rear part of the passenger floor area have been painted.

At the time of writing (early June), the next stage ahead will involve removing the doors and painting the body shell.

To be continued ...

*Mark Tuckwell &
Alan Tomkins.*



RESTORATION STORY

Feral Fire Engine

The Preparation of the Feral Fire Truck for a trip to The Birdsville Races 1st Sept 2007., continued from The Chrysler Collector May / June 2007 .

STAGE 2.

With mechanicals replaced it's on to all those small jobs, floor, seats, battery box with 6 and 12 Volt battery's.

The 1933 Dodge is 6 Volt which we are keeping original, although totally re wired plus indicators. The 12 Volt system is to supply power to a fridge, fire siren, rotating light and U.H.F. radio.

The fire truck was originally built for around Seppeltsfield

Winery with little to no consideration for drivers comfort.

Drivers compartment / water tank area needed considerable angle grinder renovation. Panels and rails have been manufactured to copy and keep the fire truck appearance. Installation of ladder and mounting brackets, doors for rear box plus a large rear step to carry The Feral Fire Truck Restoration Society back to camp from the Birdsville Hotel.

Registration and number have been completed with the



personalised plate FEREL 1 (yes it is spelt wrong); "very suitable".

Now down to test driving and preparation for the two week trip to Queensland.

Gil Purdie



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

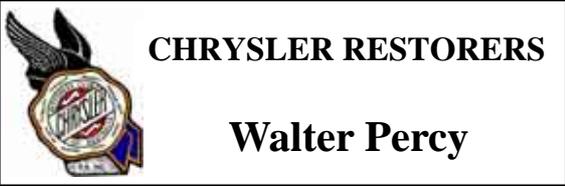
All prices include our emblem embroidered on the article

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



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

Chrysler 4 tourer parts (1925, 26, 27), body panels, headlights incl. 2 complete, manifold, engine, Herschel Spillman motor and various parts, David Bristow, Valley View after 8 pm on 8387 1409.

Interior rear view mirror 20's type with a round face wind up clock with Chrysler written on the clock face as part of the mirror. It is fully restored and working I paid in excess of \$200, I am asking \$150, these are a very rare and hard to find item, it came from the U.S., I will have it with me at the next meeting if anyone is interested. Wayne Bartlett 0438 285 807 (see pic)

1937(?) Plymouth grill in great condition, reasonable offers, in Western Australia, George 0412 711 736 (see pic)

1938 Dodge light truck parts, front & rear axle assemblies, master cylinders all new plus some tyres. Phone Phil Lawson 3838 0260

Short shaft gearbox, column change, suit Plymouth/ Dodge 1946/48, \$150, John 8289 4470.

Rear window for 1948 Plymouth sedan, in excellent condition, reasonably priced, Cameron Hunter 8387 3954 (see pic)

Mopar radio 12 Volt, 4 x 1952-55 wheel trims (re-chromed), 4 x 1952-55 Dodge hub caps, 4 x 1956 Plymouth hub caps, 2 x 1950s column mount turning indicators, 2 x Hemi 245 badges, Brenton 8387 0419

2 sets of spark plugs to suit Chrysler

Royal etc. Wayne Bartlett 0438 285 807

Valiant 63 Safari Wagon - Push button auto, slant 6, surface rust on body original plate. Offer Phone Jason 0421 270 066

Valiant AP6 - with books, no rust, 1 owner, 57,000 miles. Offers phone Ian Williams work hours 8297 9599

VC Valiant parts, distributor body only (no points), Stromberg carby - complete, 1 x 12v coil (new), 6 x 12v coils (second hand), 1 x distributor complete plus a new cap, 1 x twin throat carby - Carter not VC Valiant. \$100 for the lot, on telephone 8277 2070

VE Valiant rear se

Hemi 6 2bbl intake and original exhaust manifold with no cracks very hard to find in this condition. \$100 ono Julian 0413 335 220.

Large collection of Chrysler / Valiant badges, AP5 - CM, Arthur 0 4 0 3 2 3 2 0 1 7 o r arthur360@optusnet.com.au

1970 440 (RB) complete with standard bore, 727, new forged pistons, cam, 3 manifolds, extractors and lots more, \$4,000 Mark 0437 063 231

1981 CM Valiant Regal, platinum colour, vinyl roof, HD tow pack, bodywork straight, some rust, roof vinyl breaking down, drivers seat worn through, a/c but u/s, \$1,800 ono, Ian 0417 803 105

WANTED

4 used 24" tyres to suit 1924 Dodge for wheeling chassis during restoration. Jeff 0403 005 256

I have started restoration of 1929 Chrysler 75 roadster and would appreciate any information,

advice, memorabilia, photos, parts, encouragement etc that is available.

I would especially appreciate any leads to current owners of this model.

Mark Fenton, 03 9723 7576, CRCA (Vic) member #1526

Bumper bar jack in working condition for 1955 'D49' Dodge Kingsway Coronet and any tools that came with this model. Laurence on (07) 3814 1242 or 0409 703 386 or slant6@gil.com.au

Good bonnet to suit AP3 Royal, Wayne Bartlett on 0438 285 807 or Greg McNair on 03 5528 1207.

Gearshift cable for 1965 Dodge Phoenix, Allan 8527 4023

VG Coupe right door, Phil Stanford 8552 1248

Damaged Charger type sports wheel trim with saw tooth style clips, needed for the clips to rescue a good set of trims with broken clips. Wayne Bartlett 0438 285 807 or chry3867@bigpond.net.au

Keyrings, by collector in South East, care of Bill Watson 8264 6355



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