



THE
CHRYSLER
COLLECTOR

Number 173

November / December 2007

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

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CLUB DIRECTORY

The Chrysler Restorers Club of Australia, South Australia Inc.

Established in 1980, catering for the following vehicles:

Dodge * Plymouth * De Soto * Chrysler * Imperial * Maxwell * Fargo * Graham Brothers * Valiant

Postal Address

PO Box 667, Plympton SA 5038

Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

Subscriptions

City single \$25.00 - City family \$30.00 - Country single \$17.50 - Country family \$20.00
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

Club Officers

President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice President:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Treasurer:	Alan Driver, 6 Hastings Road, Brighton SA 5048	ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Assistant Librarian:	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109	ah 8258 5264
Technical Liaison:	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070 8449 8905
Run Coordinator:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
-	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016	ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158	ah 8381 1501
-	Bob Bermingham, 7 Hermitage Court, Burton 5110	8280 9904
-	Sandy Martin, 14 Tyson Street, Ashford 5035	8297 8476
-	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093	8263 5416
-	Garry Williams, 11A Wisdom Street, Seaton 5023	8353 0027
-	Rhonda Williams, 11A Wisdom Street, Seaton 5023	8353 0027
Federation Rep:	Allan Kempster, RSD12, Reeves Plains 5502	ah 8527 4023
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Historic Vehicle Assessors:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<i>South:</i>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
<i>Central:</i>	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
<i>North:</i>	Wayne Bartlett, 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 6 January 2007. Corrections/amendments until Sunday 8 November 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

- 12 December 2007**
Club Meeting - Christmas
- 13 February 2008**
Annual General Meeting
- 20 February 2008**
Committee Meeting
- 12 March 2008**
Club Meeting

CLUB RUNS / EVENTS

- 9 December 2007**
Christmas Picnic - Beefacres Reserve
- 27 January 2008**
Ray Miels Memorial President's Breakfast Run
- 3 February 2008**
Registration Day
- 10 February 2008**
Barossa Valley Estate
- 16 March 2008**
Myponga

INVITATION/OTHER CLUBS' EVENTS

- 24-28 January 2008**
Mt Gambier
- 17 February 2008**
All American Day - Novar Gardens
- 1-2 March 2008**
Power of the Past - Mt Barker
- 6-9 March 2008**
R& S National Rally - Mt Alexander Shire, Vic
- 8-10 March 2008**
PADARC Rally Pt Pirie

- 9 March 2008**
All Chrysler Day - Lockleys
- 14-16 March 2008**
Chryslers on the Murray - Wodonga, Vic
- 21-24 March 2008**
Bushman's Rally - Broken Hill

SWAP MEETS

- 17-18 November 2008**
Bendigo
- 20 January 2008**
Hahndorf
- 22-23 February 2008**
Southern Swap - Ballarat
- 2 March 2008**
Campbelltown
- 16 March 2008**
Clare
- 3-4 May 2008**
Naracoorte
- 25 May 2008**
Kapunda
- 8 June 2008**
Kadina
- 27 July 2008**
Angle Park
- 24 August 2008**
Willunga
- 21 September 2008**
Gawler

FEATURED EVENTS

- PADARC Rally**
8-10 Mar 08
Members who have never attended this rally will be

surprised by what Pt Pirie has to offer.

The Pirie club always makes visitors most welcome. Display Day is always interesting with a variety of cars, motor cycles and commercial vehicles on display.

Runs are always to places of interest and night entertainment is excellent,

Don't miss out - they would all love to see you.

Bushman's Rally **21-24 Mar 08**

Broken Hill is Australia's longest lived mining city. It's massive ore body has proved it to be the world's largest silver-lead-zinc mineral deposit.

If you have ever thought about going to Broken Hill and never got around to it, here is a good opportunity by attending the Bushman's Rally.

You could even consider going a day or two earlier or staying a day or two longer.

The Rally has well organised daily events including a display day and nightly entertainment.

Broken Hill is a "must see" and you will have a wonderful time.

Brenton Hamilton

Entry Forms etc

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

New Members

Paul & Jeanna Walsh
Nowra, NSW 1928 Chrysler Imperial L80 tourer

Matt Cross
Beaumont

1966 VC Valiant

Cover Photo

Mark Hallett's 1975 Chrysler Cordoba coupe, photographed at the start of the run to the 2005 Pub Lunch at Middleton. *Photograph Richard Tapp*

COMING EVENTS

Christmas Picnic

Sunday 9 December 2007

2007's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, near the Darley Road Bridge. Assemble at 10.30 am at the CRC clubrooms for an 11.00 am departure.

Chicken lunch, plates, cutlery, serviettes and Christmas gifts for

children under 12 years old will be provided by CRC. Please bring your own chairs, tables and drinks.

Cost per family is \$10.00 per family or \$5.00 for a single.

Members please bring a large salad or sweets to share.

Father Christmas will visit during the afternoon. There will be a list

circulating at the Sept, Oct & Nov meetings. If you don't attend the meetings please ring with numbers for lunch and children's names and ages to allow time for purchasing & wrapping of gifts. Please let us know all details by 30th November.

Maxine & Malcolm Bean
Home 8349 4030 Work 8260 7060

Ray Miels Memorial President's Breakfast Run

Sunday 27 January 2008

Meet at the CCC clubrooms at 7.30 am for 8 am departure, a short run will take us into the eastern suburbs to our breakfast venue.

There are two electric BBQs in a nice shady park with a wonderful playground if you were thinking of including the grandkids; however seating is limited so best to bring

your own tables and chairs.

Chris Howes
8165 3971

Barossa Valley Estate Winery

Sunday 10 February 2008

Meet at CCC Clubrooms at Glandore for a 9 am start. We will be organising another meeting point on the way for Northern Members.

We will be travelling to the Winery

possibly visiting a Museum in Tanunda, and/or Maggie Beers shop on the way. We will be having lunch at either Bethany or Seppeltsfield. This will be BYO.

We will then go on to the Winery for a guided tour, wine tasting and afternoon tea of coffee, tea and

muffins for a cost of \$5.

This run is still in the planning stages and we will have more information at the meetings and the next magazine.

Judy Hart
8337 7887

Myponga Gardens and Garages

16 March 2008

This is one to put into your diaries for next year. We will be going on a run through Meadows for

morning tea and then onto Myponga to see an Open Scheme Garden for the Girls and 63 Tractors of all shapes and sizes for the Boys.

Full details in the January Magazine

Trevor and Lorraine Beythien
8449 8905

Gawler Ranges Trip

5-20 July 2008

A group of members is in the process of organising a trip through the Gawler Ranges in our Historic Vehicles.

The plan, at the moment, is to leave Adelaide on Saturday 5th July 2008 and travel to Glendambo. From there we will travel down through the Ranges to Wudinna. From Wudinna we will go back to Mt. Ive Station near Lake Gairdner and

return to the main road at Iron Knob.

We will probably return via Wilmington, being back in Adelaide 20th July 2008.

Roads will be unsealed for the majority of the trip.

Vehicles must be self-sufficient as to accommodation and have food for at least 4 days travel before arriving in Wudinna.

We will organise a petrol and ice-

drop at Paney Station. There will only be 1 or 2 nights that showers will **NOT** be available.

The trip can be shortened if you wish e.g. return home from Wudinna instead of going back to Lake Gairdner.

The trip will be approximately 1900 km all up.

Expressions of interest to:

Judy Hart

FROM THE COMMITTEE

President's Message



Well it would seem we have successfully navigated our way to the business end of the year with the National Rally, Bay to Birdwood and Presentation Dinner all behind us we can start to wind down. Our committee sat for the last time just a few weeks ago and planned us into the New Year so I would like all of you to acknowledge their efforts over the past twelve months.

It is worth reflecting on some of our activities this year with the most recent being the Presentation Dinner where Richard Tapp was awarded Club Member of the Year for the second time running. There is no doubt he is one of our most precious assets and I applaud you all for that recognition. Congratulations also to Ross Fleming and Alan Driver for their tireless work on the Committee. I must also praise all those generous donors of raffle prizes which helped add to the enjoyment of the evening.

As I was away for the Bay to Birdwood I can't comment on its success other than to say I believe they reached maximum capacity with entries. This bodes well for the future of the event which must rate as one of our States unique treasures.

The Canberra National Rally was a great success and congratulations must go to the NSW organising

committee. The location made for lots to see and do and the committee's foresight in having free days to visit the tourist attractions was commendable.

Although entry numbers were down there was certainly a great variety of vehicles to look at. Pre 1930 entries were thin on the ground but this is to be expected as Canberra and the nearby Hume Highway are not for the faint hearted when it comes to traffic. Plans are already underway as we speak for the 2010 rally which will be held in the Riverland.

Earlier in the year many of us participated in the Mid North Meander. This really is an outstanding event, one in which I urge you all to take part if the opportunity arises. Our club contributed significant entries to this event and, as at Canberra, we are the envy of many other clubs for our well organised and vibrant outlook when it comes to joining such ventures. We already have an announcement for a trip to the Gawler Ranges mid next year which I am sure will be an event not to be missed

So what's left to come? Well we do have a team of rust gatherers organised for the Bendigo swap meet, then we have the Norwood pageant heralding the Christmas festivities, after that our own Christmas functions and we can get ready to start again.

I would like to now take the

opportunity to wish you all the best for the coming Festive Season; enjoy it and return safely so as to join us for another action packed year for 2008.

Safe and Happy Motoring

Chris Howes

CLUB CALENDERS

for 2008 will be available at the November meeting at a cost of \$10 including postage within Australia where necessary. Inquiries to the Secretary or send payment to the Treasurer c/- club's PO Box.

Calendars open out to A3 size. They are printed to order and are subject to minimum order quantities so send your money ASAP to minimise the risk of missing out.



February 2008						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Maxine & Malcolm Bean, Chris Howes, Trevor and Lorraine Beythien, Ross Fleming, Bill Watson, Cathy Woods, Noel Cowie, Les Johnson, Gill Purdie, Allan Martin, Bob Bermingham and Ross Bryant.

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

Richard Tapp

WEBSITE STATISTICS

	October 2007	September 2007	October 2006
Visits	1,313	1,476	1,157
Pages	2,174	2,162	2,451
Megabytes	2,221	2,203	1,076

FROM THE COMMITTEE

Secretary's Jottings



Well, another year has passed us by, and like the last one, pretty busy all round!

I would like to start off this short report with special thanks to Brenton and Norma Hamilton for once again organising the trek to the National Chrysler Rally. A goodly number of members elected to go with Brenton who organised the trip to Canberra including accommodation bookings and evening meals etc.

It is pleasing to note that we all had a good run with the exception of Steve Lovell who suffered with a problem flywheel before leaving home, and ended up driving over in his modern!!

It also sounded as though Robin Kavooris may have been burning the midnight oil getting his Valiant ready for the trip. However, he

made the trip there and back with no worries, and towed a van behind to boot!. Another bunch of club members did the trip with the Beythiens and company, who also had a good trip.

For ourselves, we had returned home from Tenterfield a few days before from the National Simca Rally, round trip of around 2,800 kms – a bit of a drag! We did pick up the best paint job on the Simca, plus the second overall car in the Rally. This was a well run and interesting Rally, despite our small numbers. A long trip, with a total of 11 Simcas from around the country, three coming from Adelaide.

Back to the Chryslers! A vote of thanks must go to Sandy Martin and her helpers, including Chris Howes for the Annual Dinner held at the Marion Community Centre. I thought the venue and the meal provided were very good, and the

evening all round was a good night.

On a personal note, I felt privileged to share the Presidents Trophy with Alan Driver. I guess both Alan and myself have worked together for a number of years in our respective roles as Secretary and Treasurer. Thank you Chris Howes.

As this will be the last magazine for the year, I will take the opportunity to thank the rest of the Committee and Club Members for their help over the last 12 months, and trust you all have a safe and enjoyable Christmas.

Thanks should also go to Malcolm Bean and Gil Purdie and their team of helpers for the running of the Christmas picnic in the coming month. On a finishing note, it is sad to record the recent passing away of long time member Jim McLachlan.

Cheers for now.

Ross F

Vale - Jim McLachlan

It is with regret that we advise the loss of one of our long time members Jim McLachlan.

Jim was a member for 21 years and served as President in 1993 / 1994.

Many of you would remember his signature tartan cap which he wore with pride on special events, just in case you forgot his heritage.

Jim had just returned from his beloved Scotland in September when he fell ill and subsequently passed away quickly.

To Heather and family we offer our condolences with the assurance that many of our members will retain fond memories of their time with Jim.

Chris Howes

Here is one of Jim's cars, a 1935 De Soto SF. He also had a 1929 DA Dodge roadster, later owned by his son Darren.



Restoration Services Directory

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

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

website, between biennial printing.

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

The updated version on the website is January 2006.

CLUB NOTES

Member Profile - Joy and Bill Watson

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

Richard has finally caught up with us: Joy and Bill Watson. We've been involved with historic vehicles since 1973 (1950s if you include cars now regarded as historic which were everyday transport before then) and are life members of the Morris Register of SA and members of the Riley Motor Club of SA as well as the CRCASA. Bill is also a member of the Nash Car Club of America and the Hudson AMC Car Club of Australia. If we listed all the cars we've had there'd be no room for anything else, but there were a couple of Valiant Regals amongst them: VC and VK. At present we have a 1937 Nash Ambassador 6, a 1956 Riley Pathfinder and a 1969 Peugeot 404: we're not prejudiced as to nationality.

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

Through our involvement with the Federation of Historic Motoring Clubs SA and the Bay to Birdwood Run. We have been attending Federation meetings since about 1977 and have entered every Bay to Birdwood Run - originally in a 1948 Morris 8/40. Bill successively filled all positions on the Federation committee over a ten-year period, was Bay to Birdwood chief scrutineer for four years and acted as chairman on occasions. Joy was director of judging for 18 years. We got to know a number of CRCA members through the Bay to Birdwood dinners which Joy also organised.

DID YOU KNOW ANYONE IN THE CLUB?

See above. The late Jim McLachlan introduced Bill to membership.

WHAT YEAR DID YOU JOIN THE CLUB?

1996.

WHAT CAME FIRST THE CAR OR THE CLUB?

The cars.

WHERE AND HOW DID YOU FIND YOUR CAR?

Which one? The Nash is most relevant at present. It was advertised in *The Advertiser* in 1994, having been acquired at a Bendigo Swap by the then owner in Edwardstown who bought it from the previous owner from Shepparton. We later found out that it had moved to Shepparton from what we believe was its first home in Alice Springs.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

The body had been restored in Alice Springs, the interior in Shepparton. A few months after we bought the car, the head cracked in four places, necessitating the importation of a NOS head from California.

After 18 months it arrived in the boot of a Ford Mustang on its way to the Nash's previous owner, hence no freight charges! The radiator was recored at the same time. Since then the overdrive gearbox has been rebuilt (using Rover 2000 bits!). The original (also cracked) Stromberg carburetor was replaced by a Holden one which has proven much more economical. New universal joints and shock absorbers have been fitted during the past few months. As with most old cars, it's a continuous process.

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

Not CRCA members, no.

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

See above. The cracked head happened in 39C heat on the way to the 1995 Mt Gambier Veteran & Vintage Car Club Australia Day Rally, between Yumali and Coonalpyn. Black smoke started to rise through the floorboards, so we thought it prudent to stop. Boiling radiator was pretty obvious, as was the strange appearance of the sump oil. We managed to stop a passing motorist (no mobile phone then) who called the RAA from Coonalpyn and kindly advised the Mt Gambier Club we would be a trifle late. The Yumali RAA agent arrived, asked the nature of the problem, went into Coonalpyn for petrol, then towed us back to Yumali. To be certain that the radiator had leaked and the head was indeed cracked, he left us sitting in the car outside his depot to let the engine cool down while he went home for tea! When he returned he begrudgingly conceded that, yes, it had boiled and wasn't fit to continue. A heavy duty towing vehicle would have to be sent from Adelaide. He made the call, leaving us in the car in the gathering dusk with neither food nor drink nor toilet facilities, as an approaching storm arrived and the heavens opened around us. Eventually the towing vehicle - a beefed-up Ford Fairlane with trailer - arrived. The couple operating it were very nice, soon had the Nash loaded and headed back to Adelaide through the pouring rain, lightning, and gusting winds. They stopped for a bite to eat at Tailern Bend and got us home at 3.00 am where cars were swapped around and we flopped into bed for three hours sleep. Determined to complete our rally, we returned to Mt Gambier by Nissan Skyline in time for lunch. A Mt Gambier Club member lent us his MGB to participate in the rally. Much appreciated.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

Yes, when we can fit them in with other clubs' fixtures.

WHAT IS YOUR AMBITION IN THE CLUB?

Past the point of having club ambitions, other than to keep our cars running well and perhaps own a couple more before we're too old to enjoy them.

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

Geoff Glynn-Roe and Bill are both members of the ANZ Bank Retired Officers' Club. At that club's Christmas lunch a couple of years ago, Bill happened to mention that we were buying a new Mazda wagon and our old Mazda people-mover was for sale. Geoff expressed interest as he was looking to replace his Sigma wagon with something suitable to carry son Darren's wheelchair. A viewing was arranged and a deal was struck. Geoff purchased our then three-year-old people-mover. Since then he has also bought another Mazda from the club's secretary.

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

Hopefully, I won't have to go looking ever again.

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

Can't think of anything specifically. Oh, perhaps winning a bottle of whiskey in the club raffle!

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

Yes - Not at the moment.

FOR THE LADIES:

WHAT WERE YOUR THOUGHTS WHEN YOUR MAN SAID I WANT AN OLD CAR TO PLAY WITH AND PUT IT WHERE YOU THOUGHT THE PAVING, PERGOLA AND BBQ SHOULD BE?

Can't remember that far back.

HAS HIS EFFORT BEEN WORTH IT?

At times, yes.

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

Didn't know he needed anything.

ANY OTHER INFORMATION YOU MAY WISH TO SHARE.

There have been a few cars over the years we should have bought but didn't. Initially cars were the means to get me and the family from A to B but I am pleased with our involvement in the old car movement - we have made some very good friends over the years and visited some interesting places.

PAST EVENTS

Chrysler National Rally 2007

The Chrysler Restorers Club National Rally is held every three years and Chris and I had been looking forward to the trip to Canberra since it was announced in 2004.

The Chrysler Royal had received more than its usual attention to prepare it for the trip, our Globetrotter Caravan was packed and ready to go, all that had to be done was eat tea and hitch up the van. We had decided to leave Adelaide on Wednesday evening 26/09/07 and only travel as far as the Tailem Bend caravan park, so we would be set for an early start the next day.

At this point all our plans quickly changed as Chris reversed the Royal to hitch up the van and REVERSE gear failed. I then started to dream up a whole range of unworkable alternatives. Could we borrow a car, could we unload the van and go modern and attempt to find cabin accommodation. (I have left out swear words, tears and a whole range of unhealthy emotions.)

Chris was able to drive the car over the pit and see if there was a problem with the forward gears. They were still doing what they should, but reverse was no more. Luckily we have a sloping driveway and Chris rolled the car back into the street. Over tea Chris announced we were still going, just with forward gears and if they were going to fail it would happen

through the Adelaide Hills so if we needed a tow we wouldn't be far from home. Not the usual joy of setting off on your annual leave! Chris and Martin pulled the van to the car and hitched it up and we left home at 7.00 pm.

Would you believe we did not have another mechanical problem with the car for the next 3,000 km. We made it to Canberra and back with only forward gears. At every point we had to discuss, drive through sites in caravan parks before we went in, every stop was a decision making exercise about where to park so we would be able to get out forward.

We made it to Tailem Bend by 8.30 pm and our rally run had begun.

Thursday 27/09: We were up and on the road by 7.30 am as traffic / train noise isn't conducive to a relaxing sleep in. We knew the Cowies and Hincks were a day ahead of us but planned to join them at Balranald that evening. The joy of mobile phones. Noel and Rae Cowie were able to hold a drive through site for us so we knew we were set for our second night and good company as well.

The reverse gear tale was certainly repeated over tea but with swear words included! (I must say the Vanilla Slices from the Ouyen bakery are the best and there is an excellent quilt shop.)

Friday 28/09: Good driving day to

Darlington Point on the Murrumbidgee River.

Saturday 29/09: We headed for Cootamundra via Wagga Wagga, while the others went via a more direct route. Chris wanted to see his home from 30 years ago. We caught up with the others in Junee for lunch. We had planned to be in Cootamundra for the first bounce of the AFL Grand Final. AFL was not big in town with 5 of us barracking for Port and 3 for Geelong.

Sunday 30/09: Chris and I went for a walk around town at sunrise, a beautiful cool clear morning and a quiet town, the birthplace of Donald Bradman.

Our run into the Canberra Motor Village was uneventful as we had downloaded "Google" instructions and map which made it easy. (If only all our drives around Canberra were that straight forward.)

We had a drive through site that allowed us to drive away from the van and by driving in next to the van we could manage without reverse. The afternoon was spent catching up with club members and collecting our Rally pack.

We decided to have a drive during the afternoon to find the evening dinner venue, a supermarket and

Morning tea stop on Hay Plains Cowie / Hincks / Howes entourage and chance meeting of a Mt. Barker member on his way to the Hudson Rally in Toowoomba. Chris Howes photo.



PAST EVENTS

Chrysler National Rally 2007 (ctd)

petrol station.

Dinner was catered for at Exhibition Park, it was also the venue for assembly and morning tea on run days. We were welcomed by Colin Murphy and introduced to the Rally management committee.

Monday 01/10: Our first run, to Gunning, began at 10.30 am. It was a pleasant run through the countryside. Lunch was followed by a walk around town. Chris and I decided to drive the tourist route around Canberra during the afternoon and we viewed the outside of Parliament house and were able to find our way from A to B without too much hassle.

Tuesday 02/10: The boys had planned a trip to Flynn's wrecking yard in Cooma. Seven lady members decided Floriade was for them. We left the caravan park at 9 am and arrived back at 5 pm. We used public transport to go to Floriade and as a free event it was wonderful. Tulips everywhere, the theme was Aussie Icons and the displays were very familiar and beautifully created with flowers.

There was a quilt shop included in our outing while others rested after

lunch at the Woden Plaza shops.

The evening event was a city lights tour and 6 of us hopped in the Royal and went to enjoy the view from Mt Ainslie.

Wednesday 03/10: The run was a trip to the Heritage town of Braidwood. The weather did test certain cars as there were hot 50 kph winds.

The bakery, lolly shop and quilt shop all had a boom time as the Chryslers all hit town at lunchtime.

Thursday 04/10: This was another free day so we joined with the Cowies to visit both the War Memorial and National Museum.

The guided tour of the War Memorial was a very moving experience and I wished for a lot more time to see it all and visit the archives.

The evening was a meal and trivia night at the West Belconnen Leagues Club. Despite the wait to order the meal, our table enjoyed the quiz and were happy with our 2nd place. 2 SA club members won meat trays and donated their prizes to share for BBQ tea on Friday night.

Friday 05/10: The outing to

Tidbinbilla was very enjoyable with a morning drive to the Nature Reserve. Chris and I did a walk to Church Rock, reading the history of the district and viewing old landmarks when the area was isolated farming. After lunch groups were programmed to visit the Deep Space Tracking Station. It was an excellent tourist attraction that had us all enthralled.

Saturday 06/10: This was a display day next to Questacon with a view of Lake Burley Griffin. Chris was happy to view cars and I played tourist. We were within walking distance of Old Parliament House, National Archives and the Art Gallery and I was able to see them all.

The presentation dinner was at the Ainslie Football Club and we all went in buses provided. The dinner venue was spectacular, the lighting was subdued to showcase the table centres. You had to be there to see it, it was beautiful. Our meal was excellent and the event was a credit to the organizers. Speeches and awards followed with 3 SA members taking home trophies.

Sunday 07/10: We had to leave



PAST EVENTS

Chrysler National Rally 2007 (ctd)

Canberra early as Chris and I both had to be back at work on Wednesday.

We over-nighted in Hay and Tailem Bend and were home by 10.30 am Tuesday with more than enough time to unpack and be ready for work.

I have wonderful memories of my third National Rally, a very well planned event and I would love to spend more time as a tourist in Canberra because there were many more places I would like to visit. I am certainly looking forward to the next one to be held in SA.

Cathy Woods

Opposite: Display on lawns in front of Old Parliament House; Trevor Beythien photo. Above: Simca Aronde wagon for Ross Fleming - at Flynn's wrecking yard, Cooma. Below: What rallies are all about - camaraderie and a beer at the end of the day; Chris Howes photos

TAKE 2

As the national rally was to be held in Canberra this year, a lot of planning went into how and when we would attempt to do this run, as it was our first National Rally and



we did not want any thing to go wrong. So with the help of some friends in the club preparing the car, we decided that we would do it in our 59 Chrysler Royal towing our renovated old time caravan.

Rae and I decided that as we had plenty of time we would leave early and give ourselves and the car the best chance to make it going nice and steady. Ron and Pat Hincks also wanted to leave early so they teamed up with us and we decided to go together.

We left home on Wednesday 27/9/07 at 8.30 am agreeing to meet Pat and Ron at Tailem Bend so it was quite a shock when the mobile rang just as we were passing the Bridgewater turnoff and Ron was on the line saying that he was in Mt

Barker getting his radiator fixed as the car had nearly boiled coming through the tunnel and he would be delayed. Ten minutes later Pat rang and said that they were trying to get a new radiator from Adelaide and as they would be held up they would meet us at Walpeup, our first o/night stay.

We arrived in Tailem Bend, filled up with petrol, had a cuppa and were just leaving when Ron rang again to say that they were on the road once more and just passing the Callington turn off and they would meet us at Lameroo for lunch, which they did. After lunch it was onto Walpeup for our first o/night stop.

Next morning just after we left we had a phone call from Chris and



PAST EVENTS

Chrysler National Rally 2007 (ctd)

Cathy Howes to tell us they had just left Tailem Bend and they thought they might catch us up in Balranald (our next stop over), even though they had no reverse gear. We could not believe they were towing their caravan to Canberra with no reverse gear, but that night they did catch us and we all had a BBQ and Chris related the events leading up to Balranald.

In the mean time our car and van caused quite a few comments with people wanting to take photo's all the time and one lady in particular thought she was seeing double when after taking numerous photo's of our car at Balranald she was confronted with another one at Tooleybuc (Chris & Cathy's car & van). We had quite a good laugh about this. Apparently she asked Chris had he just repainted it as it was cream and green a couple of hours before in Balranald.

Our next few days were uneventful as we stopped o/night at Darlington Point, where we did get to go to a garage sale (8.00 am) before heading off to Cootamundra and then into Canberra.

We arrived in Canberra around 1.00 pm and after settling in we made our way to the main assembly area to register. It was very well organized and we had no trouble receiving our rally pack and then having afternoon refreshments.

That night we were to go to dinner at Exhibition Park so I suggested to Ron and Pat that they might like to come with Rae and I. So we duly set out on time just before dark and as

we were driving along I went to turn on my lights, Guess what! NO LIGHTS. Did I panic? NOooo.

When we got to the function it was dark, but I thought it was just a fuse, an easy fix. NOoo. Royals don't have a fuse, they have circuit breakers, don't they. Guess which club had the first request for help and who it was. ME.

By the way the dinner was excellent and we had a great time even though we had to come home between vehicles to escort us home.

Would you believe it 2 Royals, no lights, no reverse.

Monday, we assembled at 9.30 am and after looking at the cars and talking to lots of people and drinking coffee we left in groups, for Gunning.

As we had packed our own lunch, we sat and enjoyed the company of members from other clubs. Lunch over, we walked the main street of Gunning then made our way back to the park in time for happy hour and a BBQ tea, a run of about 105 miles.

Tuesday, was a free day so we decided, (Chris, Ron and Bill Ellis and I) that we would go to Flynn's wrecking yard in Cooma to have a look at some rust. I was just gob smacked by the amount of 30s - 60s cars that were in the yard, literally dozens of them. Row upon row. Chris and Ron took plenty of photos. I could not believe that they were in such good condition considering where they were. While we were doing this the ladies decided to check out Floriade, and a few quilting shops.

Arriving back at the caravan park for happy hour, we agreed that after dinner we would drive around town to see the lights. When it was dark we chose to go to Mt Ainslie (not in my car though), which is sited in line with the parliamentary axis of the city. The view and the affect of the lights as well as Parliament house and Anzac Parade were outstanding. The evening was balmy and a great time was had by all.

Wednesday, after again assembling at 9.30 and having morning tea we were off to Braidwood, a round trip of 154 miles. The weather was hot but a 60 kph north wind was blowing, making it a most uncomfortable day, but you can't chose the weather so you have to accept it as is. Braidwood was a lovely old town and we spent the day looking around, and on the way home called in to another town Bungendore to have a look at a stunning wood working gallery. Then it was back to the park again.

Thursday was a free day so we spent some time in the morning at the War Museum, a magnificent display, and after lunch went to the Modern Museum where most things that I can relate to are exhibited, like the Hills Hoist, Holden cars etc ,etc. A really good exhibit.

Dinner that night was at the West Belconnen Leagues Club, for those that wished to attend. Well everyone decided to go and of course the line up was huge, while we were waiting to order the club was running the usual raffles and of course Ron Hincks and Trevor Beythien both won huge meat trays and decided that they would put on a BBQ the next night . Because of the delays getting dinner, the Trivia Quiz was delayed a bit but that didn't matter as our table (Top Gear) got second prize. Also as we were first timers we were asked along with other first timers to go up to the prize table and select any 5 prizes we liked. which



PAST EVENTS

Chrysler National Rally 2007 (ctd)

was great. On the way home we got lost and ended up leading a few other cars who were under the impression that I, of all people, knew where I was going. Eventually we got home amid lots of laughter, so all was well.

On Friday, we were feeling a bit tired so decided to have a day off and only went to Goldcreek Village to do a bit of shopping. That evening we were invited to a BBQ with the meat provided, compliments of Trev and Ron at Chris & Cathy's van, along with 14 other club members. It was a

great night.

Saturday was Display Day. Up early to clean the car and then off to John Dunmore Lang Place to arrive at 9.00 am. The day was well organized and we were directed to our spot with a minimum of fuss. After walking around and taking photos and talking to people we decided to visit Old Parliament House. We left at 3.30 pm and by that time it was time to get ready for the final dinner.

The Presentation Dinner was held at the Ainslie Football Club and as a

bus had been provided, getting to and from was no problem. When we walked into the dining hall the lights were turned down and the Crystal Centre pieces that were on each table were lit and the effect was quite stunning. Most impressed.

The meal was absolutely beautiful, well presented and a credit to the organizing committee. Once again our club did OK, with some members winning a trophy; Ray & Deidre Knight, Donald & Sheila Feast come to mind.

After the formalities were completed, Chris, Trevor & Lorraine were called to the stage to make the announcement of where the next National Rally would be held. After that it was back into the bus and back to the park.

Sunday morning saw an exodus of cars caravans and campers leave for the long journey home, and as we had decided to leave on Monday morning it seemed a little strange to be waving goodbye to lots of new friends and old ones also.

Monday we were up early and on our way. We had decided to go home through Gundagai to have a look at the Niagara Café made famous by visits from John Curtin and the likes to have a meal. It was everything it was reported to be; fantastic.

We arrived home 4.00 pm on Wednesday having completed an 1,802 mile journey successfully. By the way we did get the lights to work after much discussion during the week, before we took off for home.

Just love that Chrysler Royal & caravan.

Noel Cowie

Opposite: The Cowie's 1959 Chrysler Royal and caravan.; Below: The display day with the Cowie's 1959 Chrysler Royal, the Hamilton's Canadian 1956 Dodge Mayflower D63 and the Howes' 1956 Chrysler Royal AP1. Noel Cowie photos



PAST EVENTS

Birdsville Cup Street Races

It all started at a Chrysler club meeting when Gil Purdie said to me, how about coming with us to the Birdsville races. I said "yeah right, I'll think about it".

The more I thought about it the more I liked the idea of driving the buckboard to Birdsville (what, another challenge). I mentioned it to Bart one day and he said to me if you can get to Birdsville in that I'll give you a carton this time [last time a six pack at the Alice].

Well, early one Saturday morning as the sun was rising Trevor [Ned] Kelley and I set off in the 1926 Chrysler 70 buckboard to meet up with Gil in the 1924 Maxwell buckboard and Dennis in the 1933 "Feral" Dodge fire truck at Roseworthy for the trek north.

Travelling on further to Spalding we met up with Rex and Aaron from the Bendigo Feral Sports Car Club who were joining us for the adventure. Their feral was a 1932 SS1 [standard swallow] pre Jaguar sports tourer in all original condition [only 3 of its kind known in Australia], towing an all original tear drop caravan.

Of course the question was asked why would you take a car as precious as this on the Birdsville track? Rex replied its not been done before, so I have to. As Dennis pulled up at the servo, smoke pouring out from the engine compartment, things did not look good. After an inspection by all the experts it was found that the water pump had collapsed running it out of water, and overheating the motor. End of the road for the Dodge. Dennis returned slowly back to Adelaide in disappointment topping up with water regularly.

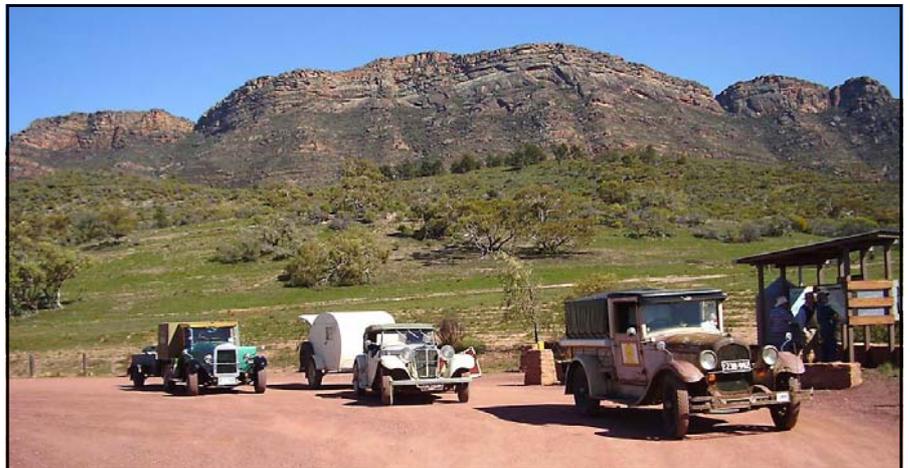
The three of us continued onto the Craddock Hotel, camping for the night in the paddock next to the pub. Gil's professional navigator "Uncle Arthur" was also a great cook, BBQs dinner and breakfast and coffee maker; "what a bonus"!

All went well travelling on to the Farina camping ground where we set up camp for the night. Next morning we travelled onto Marree, stopping at the caravan park for a shower to wash the dust off before heading up the Birdsville track to our next camp at Mungerannie, nearly half way up the Birdsville Track.

After bacon and eggs and coffee for breakfast [thanks uncle] we packed up and headed off for Birdsville around 350 km to go. We arrived at the Birdsville Hotel late in the afternoon, pulled up out side the pub and had plenty of onlookers checking out our vehicles asking normal questions like how far did you come, what are they,

how fast do they go, and are you going to paint them, while we enjoyed a XXXX.

Four days travelling and then we heard the news about the horse flu, sorry no horses at Birdsville this year! Not to worry; "lets party on". Just on sunset, found a great camp site on the banks of the Diamantina River about 1 km from



PAST EVENTS

Birdsville Cup Street Races

the pub. Friday was a big day at the Birdsville Hotel Street Race - toy horses attached to a long string with the jockeys winding string up on a beer can pulling horses along across the line.

All day entertainment with final at end of day with the winner of the 2007 Birdsville Cup Street Race announced. The horses were then auctioned off, raising \$3,500 for the Royal Flying Doctor. No big horses but those guys up there really know how to entertain the crowd; "XXXX did help".

We drove out to Big Red [a large sand hill] at the start of the Simpson Desert track, just out from Birdsville, to try our luck on the hill. The Chrysler coughed and spluttered; didn't like it. The SS1 went a bit better until it bogged in sand.

The Maxwell flew straight to the top. The 4x4 boys watching at the top of the sand hill came running over; "What the hell have you got under the bonnet!". The secret was out, a 1959 Chrysler Royal V8, with the owner Gil beaming from ear to ear.

We set off for home on Saturday morning, travelling down the inside track, mainly known by the locals, not so stony and rough as the Birdsville Track. We called in at Farina station again, camping for the night and checking out the old wrecks in the paddock. Would you believe a Chrysler motor and Jewett remains, just waiting for someone! Still negotiating with the owner; may be another trip back with trailer some day. Discovered a 1933 Dodge buckboard in the owner's shed which he intends to restore for his daughter's wedding in April next year. He said he found it on a rubbish dump 20 years ago - looked like yesterday. It was used by a rabbit shooter. We shook our heads and wished him all the best.

Anyway, a fantastic trip with great company and only a few problems with vehicles. The SS1 needed nuts, bolts and screws tightening, a broken exhaust was wired up until welding could be done at Marree, the tear drop caravan nearly fell to bits, but the handy Rex and Aaron saved it from the bon fire! We also had 1 puncture and 1

blow-out on the trailer and a slight adjustment to the points on the Chrysler. If only that adjustment had been done before Big Red!

Fuel consumption was even on all 3 vehicles, around 16 mpg. We completed approx 2,500 km. Must get my speedo fixed; anyone have one to spare!

Unfortunately Bart could not be at Birdsville to see us arrive but sure enough there was a carton of XXXX waiting for us on arriving home.

I wonder where the next challenge will take us!

Les Johnson

Opposite: The "Feral" Dodge with Gil, Arthur and Denis; 3 oldies but goodies at Rawnsley Bluff; the intrepid travellers at the start of the Birdsville Track. Below: Equine Influenza necessitated creativity; the "grand arrival" at the Birdsville Hotel; the Mopar Maxwell shows the Tonka Toys how to move mountains at "Big Red". Photos by Les, Arthur and Gil



PAST EVENTS

Twin Bridges Rally

Friday 7 Sep 2007

Rae and I had been looking forward to attending the Twin Bridges Rally for some time now, as we were unable to go to the first one last year due to a minor health hiccup.

So it was with no small amount of anticipation that we set off in our 1959 Chrysler Royal to register and meet our hosts. We had decided to go early as The Bridge Bazaar needed to be checked out for any quilting materials that might be worth giving a new home to.

On arrival and registering we were greeted with afternoon tea and at around 4 pm other entrants, including 12 other Chrysler Restorers club members, started to arrive and rally bags were given out. At 5.30 pm we sat down to a magnificent meal of about 5 casseroles, pastas and a variety of salads and vegetables followed by sweets.

Saturday 8 Sep 2007

We assembled at Sturt Reserve at 8.30 am for photo's and viewing of the cars (57 in all). The cars on display included Chryslers, Valiants, Mercedes, Chevys, Cadillac, Graham Paige, Essex, a Studebaker Duplex Tourer (that won best restored vehicle), Buick, Holden, MG TD, etc. All beautiful cars. At 9.30 we were on our way to Callington for morning tea.

On route we were to take note of our surroundings as we were given an Orientation Quiz to participate in while we were driving. There were 20 questions to answer and I must confess that we only got about 75% of them correct.

We then continued on to

Strathalbyn for lunch, that was provided by the club and served with a minimum of fuss and ran very smoothly I must say. Approx 100 people sitting down and eating in 10 mins. We continued on to Langhorne's Creek Kimbolton Winery for wine tasting and afternoon tea/coffee, scones and cream.

Some participants continued on to Rusticana Wines / Newmans Horseradish farm for tastings also but we decided to make our way back to Murray Bridge and get ready for the dinner that night.

We met at 6 pm at the Murray Bridge Community Club which overlooks the river and as the theme for the night was to wear something RED, everyone was suitably decked out in some sort of attire with red or in costumes etc. Once again our club came to the fore with Gary Williams, dressed up in a red Devil costume complete with red trident and tail, winning 1st prize along with a female devil from the Murray Bridge club. They looked really good dancing together. A really good time was had by all and having a theme for the night was very successful as everyone

supported it and got into the mood for the night.

Sunday 9 Sep 2007

As there were two cruises booked, we were lucky enough to get on the first one (8.30 am start) and by 9.00 am were on the water, cruising down the river having fresh scones, jam and cream (again). On arriving back at the dock we were met by a club member and taken for a short tour (in our cars) up stream to a historic slip where we were shown some historic river boats, barges, and resting places of paddle steamers etc. After leaving the slip we went back to the club rooms for a BBQ lunch, salads and sweets, which was brilliant. There were free raffles going on all the time and the prizes that were given away were excellent.

We arrived home that evening about 6 pm after spending some time with my brother Les and his wife Brenda in the afternoon at their home, having a post mortem on how the weekend went. Rae and I had a great time, the car went well and the company was great.



PAST EVENTS

Pub Lunch at Auburn



Photos from the Pub Lunch at Auburn run on 16 September 2007. Above: Ashley Farrow's 1950 Dodge Kingsway; Left: Richard and Judy Hart's 1959 De Soto Firesweep; Below: Allan and Sandy Martin's 1929 De Soto K series roadster in front of the lunch venue, The Rising Sun. Photos by Allan Martin



OUR MOTORING HERITAGE

Valiants That Never Were (ctd from last issue)

Reproduced from an unknown car magazine - there are no magazine names on any of the pages... Copy supplied by Bob Bermingham



Cheaper alternative of K-series (top left and right) carried over existing theme but with new front and tail end style. New nose cone resembled first Valiant while the rear window bottom line was lowered to improve rear visibility. Hippy line continued. Program was cancelled late in 1972.

Chrysler's equivalent of the XD Falcon, the M series above and right was conceived in 1976 for 1980 introduction. Styled in the USA, it retained floor pan and existing, though improved, mechanicals. Body was all new above the platform with straight through styling. Two glass house variations were developed, one with additional rear side window rather like the Ford Fairlane, though in the Valiant's case the car retained the same wheelbase. This essentially all new car would have cost \$40 million in 1976 money terms and couldn't be justified, given the shrinking big car market.



OUR MOTORING HERITAGE

Valiants That Never Were (ctd)

Reproduced from an unknown car magazine - there are no magazine names on any of the pages... Copy supplied by Bob Bermingham



... so the N series (left top, middle) was developed 1979 using far more of the existing (and last) Valiant CM, although an attempt was made to incorporate some of the styling themes developed with the M series. Two front and rear ends were studied. The cheaper version was essentially carry-over, but the other nose was completely new. Extra side windows created controversy within Chrysler, but could have been adopted if car had been proceeded with. N series was shown to Mitsubishi before change of ownership, was given serious



consideration before being cancelled "because of other long range plans for the product range". Sigma bumpers, headlights and other hardware were fitted to car.

At the same time as the M and N cars were being developed, Chrysler looked seriously at the American front drive K-car (bottom left) and the C9, which eventually became the Talbot Tagora (bottom right) but which started life as a replacement for the Simca 180 (Centura in Australia). These two cars were studied in competition with each other. Local management leaned towards the C9 and consideration was given to dropping the hemi six into the car to maintain required local content levels. But with Chrysler's withdrawal from Europe in 1977 and the company's take-over by Peugeot this car was obviously not available. Instead we got minor facelift of existing Valiant which continued until car was finally killed off in 1981.



RESTORATION STORY

Ross Bryant's 1929 Senior Six

This article is really a series of short stories about the restoration of my 1929 Dodge Senior Six Sport Sedan. I hope you will bear with me, especially as I tend to repeat myself every now and then, for the whole restoration was spread out over twenty years. I have chosen the events and incidents that I feel would be of most interest to you all.

THE EARLY HISTORY OF THE SENIOR SIX

It is believed that the Dodge was fully imported from Canada brand new by Waymouth Motors in the late twenties. It was then sold to a Dodge dealer who owned a business in Laura. We don't know who bought it from them but eventually a dealer in Gladstone sold it to a farmer at Beetaloo. There it became a family car carrying children to school along with cans of rich cream to the local butter factory.

Apparently throughout the war years it was used for many activities on the farm, so much so that at the end of the war it was worn out and given a 'complete overhaul'. A 'new' differential was put in, the old Dodge was repainted, the upholstery was changed from cloth to vinyl, new electrics were installed and a huge hole for a Lucas ignition switch was cut in the dash. This stayed there until I filled in the hole and replaced it with the original switch.

In the fifties the car was again sold and took up residence in Basket Range or thereabouts. There it was fitted with a huge

tow bar, which remained on the car until I bought it. I could never work out why it was so big until I was told that the old Senior was used as a farm tractor, pulling trailers, ploughs and all sorts of other machinery.

From Basket Range the car went to another farm at Parilla near Lameroo where its life varied between carting children to school, carrying bags of wheat on the back seat and spotlighting for the shooting of rabbits and foxes. Apparently to make things

easier for the shooters, they punched a big hole in the fabric roof, fortunately the broken "spars" were still there for me to repair. On one shooting excursion the left hand rear door swung open and was lost in a collision with a rather large mallee tree.

From then on it was a sad story of the car being left in the scrub miles from anywhere to deteriorate. Bits and pieces were taken from it and left all over the farm. The rear axle was removed



Five-passenger Sedan—(Wire Wheels Extra)

.. NEW DODGE SENIOR ..

the largest, handsomest and finest product in Dodge Brothers history

The NEW Dodge Senior was the first creation of Dodge Brothers under the auspices of Walter P. Chrysler.

Built in Dodge Brothers plants—under the guiding genius of this master of modern engineering and craftsmanship—it is well worthy of a heritage so eminently fine.

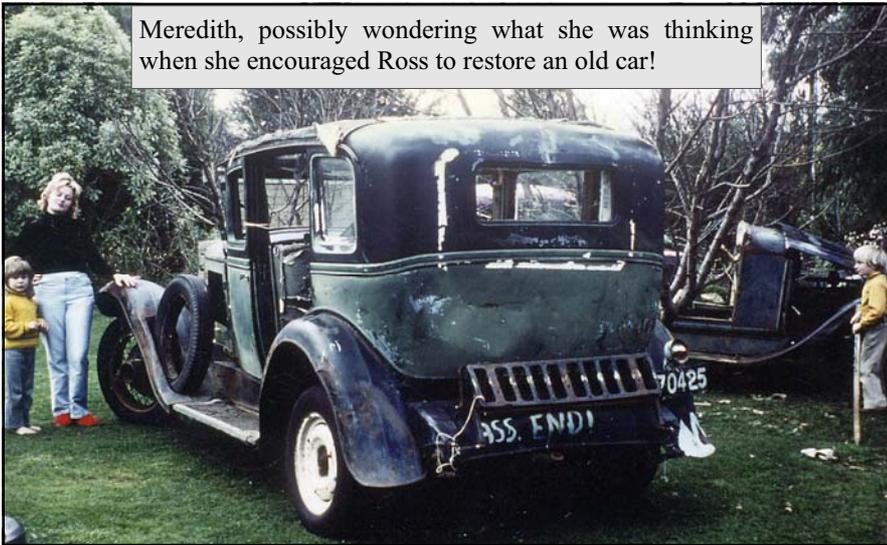
Its refreshing lines and distinctive interiors cannot be seen without a feeling of intense admiration. Nor can you drive this fine, large car without responding enthusiastically to the thrill of its performance.

In the whole world of great motor cars, there is none quite like the new Dodge Senior. It has the inimitable spirit of all Chrysler achievement, and that sterling dependability which never fails to characterize Dodge Brothers cars.



RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)



Meredith, possibly wondering what she was thinking when she encouraged Ross to restore an old car!

to pump water from a well on the farm. How I don't know.

It was at this point that the late Geoff Johnson found it. He gathered up most of the bits and stored the car in a shed on the farm for safekeeping. Later he gave the car to his brother-in-law who, in turn, sold it to me, for the princely sum of \$165.

GETTING STARTED AND SECOND THOUGHTS

It was a wreck. Why did I buy it? Well, I had been fortunate enough to have been given a scholarship with the Education Department. To go back to study when you are in your forties is a rather tall order and I very quickly tired of spending hours each day at the study desk. Apparently, I got so irritable that Meredith suggested I buy a vintage car or something and restore it. I had dabbled in some sort of restoration work for most of my life, but never really anything like the Senior.

Where do you start, well you look in the Advertiser to see

what is being offered. I noticed an old Dodge for sale, easy restoration, it said. I thought so too and so after some hard negotiating and quiet words from Meredith, such as "Ross do you think you can fix it up?", we paid our price of \$165, hired a trailer and home we came. It was soon parked under the apricot tree, first mistake and for a few weeks we all dreamed of a finished Dodge Senior six gleaming in new paint and chrome work proudly zooming down the highway with the family on

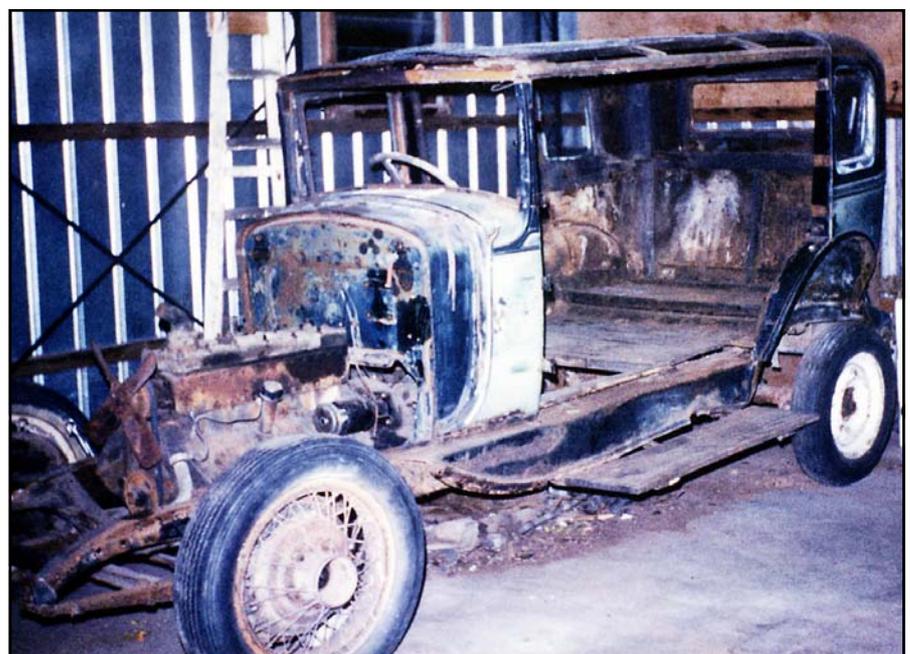
board.

Now, where do you start? Foolishly I began by pulling the Senior to pieces bit by bit. That was the second mistake. It wasn't long before I had boxes of parts, on the floor of the shed, in the rafters and lining the walls. Were all the boxes clearly marked as to their contents? No! I just kept telling Meredith "that I would just know where everything went when the time comes." Famous last words.

SORTING OUT A FEW PRIORITIES

Soon I seemed to be spending more time on the Dodge than on my studies, so adjustments and priorities needed to be made. Work on the Dodge was left to the removing of rust and the cleaning of parts from various locations within the shed. This did satisfy my restoration zeal for a while but the missing rear axle and rear door was beginning to worry me.

I was fortunate to meet up with



RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

the late Geoff Johnson who after numerous discussions told me about a Senior Six buckboard, miles north of Oodnadatta on a sheep station called Mintaburra. After eventually contacting the owner we ascertained, through a series of rather shaky telephone conversations, that the old buckboard was on his property behind a rabbit trappers hut. He said there were no wheels on it but that I was welcome to it and wished me lots of luck with my project.

RETRIEVING AN OLD SENIOR SIX BUCKBOARD

To retrieve the old buckboard, Peter, Tony and I planned a weekend trip, to pick up what we could find. We set off one Saturday in my original AP6, towing a dilapidated four-wheel car trailer plus a tent and bedding, and enough food to feed an army.

My goodness it was a long way but eventually one of the boys spied a heap of junk (his words) way in the distance. As we got closer we got more and more excited until the rabbit trappers hut came into view, but so far no buckboard. However, on getting closer real, rusty old cars came into view, but then most importantly, hidden behind a clump of trees, was our prize, one Senior Six buckboard. A quick look underneath and there was another prize — one rear axle complete. Unfortunately no rear door but that will be another story.

Now we knew it had no wheels

but we weren't sure that it had brake drums on which to bolt the wheels but luck was again with us, the drums were there and soon our spare wheels were on and with a lot of effort, we winched up the old buckboard onto the trailer ready to go to her new home.

As it was getting late we then decided to head for home but after travelling a few miles we came across a large dam, which we felt was a good place to pitch the tent and camp for the night.

We were all petty tired by now and after a great BBQ we bedded down for the night and soon were fast asleep. However, around 10.00 o'clock, I woke to the sound of baa-ing and realised that we were surrounded by a flock of sheep going to the dam for a final nightly drink. OK, so what, they eventually left and we all went back to sleep but not for long as this time there were clipperty-clop noises and we realised we were being surrounded by a mob of



Correct
for every smart occasion

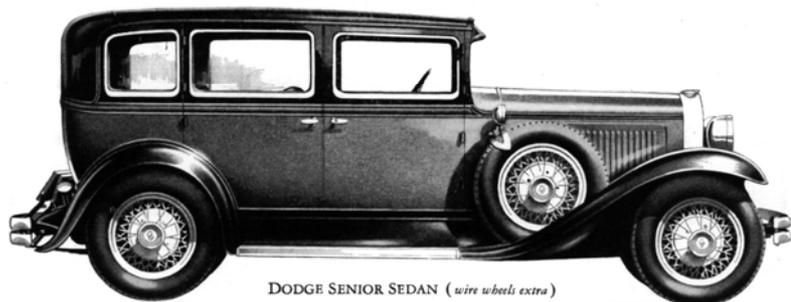
IT IS TO that certain group of men and women who have a knack of sensing just the right thing in style, that the Dodge Brothers Senior carries its keenest appeal. They seem to know by instinct what is voguish in design, what is good taste in color harmony, what is correct in fine interior decoration. And they show their deepest appreciation for what Dodge Brothers and Chrysler Motors have given them in the Dodge Brothers Senior by singling it out from the entire fine-car market, as the car they, themselves, may drive with quiet pride on every smart occasion.



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RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

A youthful Ross Bryant and the Senior Six buckboard, loaded on the trailer.



kangaroos also wanting a drink, but also checking out our BBQ. By this time I was getting mighty sick of animals. Was this the end of it? No! About 4 in the morning a herd of cattle on the morning shift arrived for a drink also. As it was now getting light we decided to pack up and head for home. Dam the dam!

Was there anything else eventful on the way home? Well yes! I had tied the old buckboard to the trailer by the wheels, forgetting that the body or what was left of it was free to get up a wobble if it so desired. We were all still a bit tired from the animal entertainment of the night before, so I got up a bit of speed to get home quickly.

Big mistake, as it wasn't long before the whole trailer began to jack knife from one side of the road to the other. I can assure you that this was one to the most frightening experiences I have had in a car, especially as we began to collect those lovely white posts with the tail of the trailer. The boys started yelling

and telling me to "stop mucking around Dad." I can tell you I wasn't mucking around. I was just hanging on for grim death. We eventually did get everything under control, but it was a long journey home at thirty miles per hour.

THE REAL SEARCH FOR THE MISSING REAR DOOR BEGINS

The Senior's last home was at the farm in the small town of

Parilla some twenty miles from Lameroo and my contact there was a chap called "Chip" Harding. I made several telephone calls to Chip and ascertained that the missing rear door was last seen at the local dump and that the rear axle had been removed to pump water, but was somewhere to be found way out in the mallee scrub.

The boys and I, armed with this vague but vital information, set out one Friday night to check it all out. We arrived at the dump at about 8 pm and fortunately it was bright moonlight. We all eagerly got out of the car and made for the main pile of rubbish. You can all imagine our disappointment when we saw that a recent fire had destroyed virtually everything except an old car seat, which the boys quickly turned into a trampoline. While they played I rummaged through what was left of the dump. I soon realised that the rear door was not to be found. Disappointedly, I pitched the tent, cooked our BBQ for tea and went to bed dreaming of a

The kid's trampoline finds it's rightful home



RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

miracle.

Once again we woke early, packed up and then made one more quick search of the dump, but no such luck. We were about the head off to Chip's farm when the boys pestered me to take the old seat with us so we stuffed it in the boot and headed off down the highway. Chip was at home and pointed to the patch of scrub way in the distance and said you might find what you are looking for out there.

Some hours later we saw a windmill and soon we came across the old diff. What a mess, only half of it was there. It had been cut in half and somehow altered to drive the windmill pump. So much for the diff and so much for the rear door.

It was late in the afternoon when we set off on the return journey home arriving just on dark. We unpacked everything and the boys took possession of their "trampoline". However, on closer inspection, I noticed that the vinyl upholstery was similar to that of the original one on the Dodge. Boy! It was not only similar; it was the original front seat. How it had survived years out at the dump in the rain, fire and everything else, I just don't know.

I actually put it in the front seat of the old Dodge; it fitted perfectly, even the worn areas of the wooden frame matched. The boys weren't too happy with this find, but anything for the Dodge. The seat was then carefully placed in the rafters of the shed where it remained until the interior was being done (I think

some ten years later).

A TRIP TO BEGA STILL LOOKING FOR MY SPECIAL REAR DOOR

Now I regularly get the Restored Cars Magazine and in one issue a chap in New South Wales advertised a 1929 Dodge Senior Six for sale. As I had never seen a finished Senior I gave him a telephone call and spoke to the owner's brother at length.

I must have emphasized that I was missing a rear door a number of times, as in the end he invited me down to Bega to look at the car but reiterated that his brother wanted to sell the whole car not just the rear door. He had a very rich, warm and inviting Irish voice, which made the whole conversation most enjoyable.

Some six or seven years later I went for a holiday to Sydney and decided to go down to Bega and check out the Senior on the way home. It wasn't a long journey and I reached Bega early in the

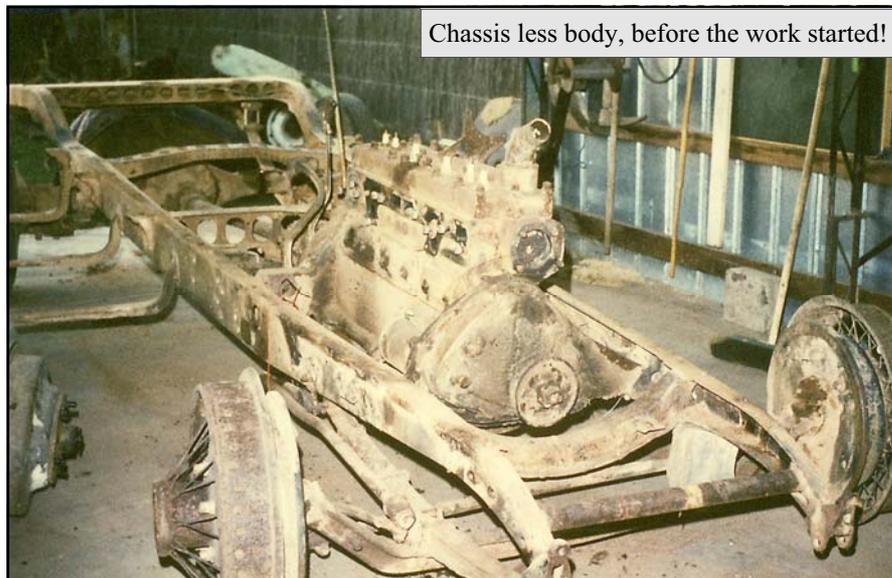
afternoon and after a couple of phone calls I contacted the owner and then took off for Tathra where the car was stored. A half an hour later I found him waiting patiently outside a huge shed. After introductions we went inside and I got my first glimpse of what a complete Senior Six looked like. I could hardly wait and was soon "clambering" all over this beautiful car. It was painted white with black mudguards and I marvelled at all the extras that make the Senior such a good looking car.

When I finally got to the interior of the car I commented on the speedo and mentioned that I didn't have one. His reply was that he had a spare one that he could let me have for twenty-five pounds.

To be continued ...

Next issue will start with "The Door Against the Wall Story".

Text and photographs by Ross Bryant



Chassis less body, before the work started!

MARKET PLACE

Club Clothing

CLUB CLOTHING

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

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

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

Children's sizes are also available

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

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

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

Sew On Badges \$16

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

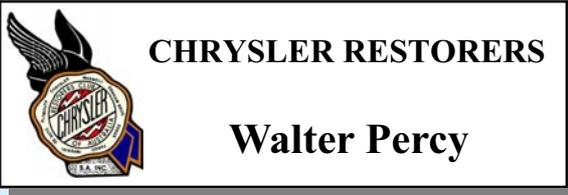
All prices include our emblem embroidered on the article

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

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



Club Name Badges



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

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

At the November meeting two styles of badges were shown to the members. The general consensus of opinion showed that a majority of people preferred the badge with Clear Glaze Acrylic and the rest liked the Plain. There was also a discussion about the different pin types.

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

Listed below are the styles and prices that are available.

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

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

Lorraine Beythien

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

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

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

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Chrysler L series service manuals. Nos 1, 2, 3 and 4. John 8556 5234

OX1 carburettor suit Chrysler 70 (minimal wear), OE1 carburettor suit Chrysler 60/62 (minimal wear but idle jet damaged), chain drive generator suit Chrysler 60/62 (serviceable), cathedral shields (pair) for rear guards, radiator for Chrysler 60 (rough but useable), \$100 each or \$500 the lot. D Marchant 8684 5000.

DA Dodge parts – Eddie 8337 4809 Young St, Newton

AP3 Chrysler Royal - needs work Mark Bennett 8177 1381 10A Brook St Torrens Park

AP5 pb auto, parts car, Phil 7120 2075 (local call) or 0402 015 725

VC Valiant parts: complete point type distributor, brand new distributor cap, pointless distributor less cap, coils, Stromberg carby, twin throat Carter carby, front brake drum with complete auto adjustment

assembly. \$50 ono or will separate 8277 2070

VE Wayfarer ute, average condition, Uri 8558 6373 or 0408 586 373 (Myponga)

Reconditioned radiator to suit Chrysler or Valiant 26" w x 22" h \$85, reconditioned 245 hemi head \$75, extractors for Valiant used 2 weeks only complete with manifold \$75, set pump-up shocks for Valiant \$30. Allan (HMVC) 8328 0465

2 x 6 1/2" Valiant Charger sports rims, \$50 and drill press on stand \$200 ono Steve Tyler 8261 7971

Hella kill switch (new) \$15, Lucas push button solenoid (new) \$20, Brenton Hamilton 8387 0419

WANTED

Hood irons for 1916 Dodge tourer, 8277 2070

1956 Dodge Kingsway right rear external door handle, Ross 8356 9391

Chrysler Royal bullet type tail lamp lenses, Michael Buxallen 8252 1381

225 early model, complete motor or block only, Julian 0413 335 220

Pair of bonnet hinges to suit 1964 Dodge Phoenix and other

assorted parts, for R Greig, contact Wayne Bartlett on 0408 829 605 / 0438 285 807

Single groove alternator pulley to suit AP5 birdcage style alternator, Danny 0418 662 012

AP5-AP6-VC Valiant sedan. Will consider up to VG. Must be in good condition. Wayne Bartlett 0408 829 605

2 barrel Carter carby for 273 V8 and complete 273 V8 motor, Con 0438 717 411

VC Valiant bonnet emblem in good condition, Barry 0405 180 944

VC Valiant front right quarter panel, good trimmer for 2 front seats, VC rims x 4 wheels Matt 0412 822 275

Carter or Ball & Ball carby circa AP6, VC, VE etc. Can be "stuffed" but must be complete and cheap, Steve Tyler 8261 7971

Dodge pickup (AT4), CH or CJ V8 Chrysler by Chrysler, Plymouth Fury III convertible, Valiant Pacer, Valiant Regal 2 door or an interesting VF or VG, Matt Cross 0412 822 275

1973 Imperial LeBaron, Shane PO Box 4, Athelstone 5076

GC Galant grill and parts, Wayne Bartlett 0408 829 605

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