



***THE
CHRYSLER
COLLECTOR***

Number 174

January / February 2008

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
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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	0408 829 605
<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 29 February 2008. Corrections/amendments until Sunday 2 March 2008. 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

13 February 2008
Annual General Meeting

20 February 2008
Committee Meeting

12 March 2008
Club Meeting

CLUB RUNS / EVENTS

3 February 2008
Registration Day

10 February 2008
Barossa Valley Estate

16 March 2008
~~Myponga~~, now Mannum

INVITATION/OTHER CLUBS' EVENTS

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

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

15-16 November 2008
Bendigo

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

Michael & Yvonne Bartsch 1962 Valiant S series
Para Hills

Robert & Ellen Hayward 1957 Chrysler Royal
Woodville West

Colin Male &
Margaret Hoare 1971 Dodge AT4-114
Mt Compass

Brian & Lynne Frith 1956 De Soto Plaza

Mt Barker

Donald & Sheila Feast 1961 Valiant R series
Pt MacDonnell

Rick & Elaine Price 1977 Chrysler Charger
Ceduna

Max & Karen Mitchell 1936 Plymouth P2
Aberfoyle Park

Cover Photo

Gil Purdie's 1922 Dodge roadster, photographed at the 2004 Ray Miels Memorial President's Breakfast Run.
Photograph Richard Tapp

COMING EVENTS

Barossa Valley Estate Winery

Sunday 10 February 2008

Meet at CCC Clubrooms at Glandore for a 9.00 am start. We will be passing Carisbrook Park at about 9.45 am so you can join in with us there if you prefer. BYO lunch, chairs and table.

We will have a guided tour of the winery, wine tasting and afternoon tea of coffee, tea and muffins for a cost of \$5.

As we will not be having a meeting before this run could you consider whether you will be attending and if

you would like afternoon tea and we will canvas you all at the Breakfast run.

Judy Hart
8337 7887

★ Mannum Museum (*changed venue*) ★

Sunday 16 March 2008

Touring to Mannum to visit the Old Days and Old Ways Museum

Meet in the car park of Tower Hotel, Magill Road, Magill at 9.30 am for a 10.00 am start.

Tour through Norton Summit,

Basket Range, Lobethal, Mt Torrens to Mannum.

Lunch in Mannum either a BYO picnic at Mary Anne Reserve on the edge of the River Murray or there are many food outlets in the town.

After lunch at 1.00 pm, drive to the

“Old Days and Old Times Museum”. Entry \$5 per person entry. There is plenty of parking. Then drive home at your leisure through Palmer and Birdwood.

Trevor Beythien
(08) 84498905

2008 Gawler Ranges Trip Update

5-20 July 2008

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

Dec 2007 update:

A recce has been done. You will need to be prepared to rough it for a

couple of nights!

One night we will have no toilet or showers, so bring your shovel. The next night there is a toilet and possibly a shower. The next night a toilet only, although you could probably go from the camp site into Minnipa and ask at the Hotel if you could have a shower if you are

desperate, it's only about 16 km.

Most of the roads were in reasonable condition so driving shouldn't be a problem. All other information as previously.

Expressions of interest to:

Judy Hart
8337 7887.

Recognise anyone?

The Beythien's were going through their old photos and came across this one. The colour has faded, so that there is only red left - a sort of psychodelic sepia.

It was taken in Darwin in the mid 60s and includes a well known club member. The question is - who is it?



FROM THE COMMITTEE

President's Message



Happy New Year to you all and welcome to the first of our 2008 magazines. It seems no time at all since we were gathered at the club rooms wishing each other a Merry Christmas; I hope your Christmas was joyful and that you are all ready for another year of Chrysler activities.

A special thanks to Maxine Bean who organized another wonderfully successful Christmas outing, not forgetting of course the able assistance from husband Malcolm and the Purdies – Alison you did a splendid job with the kids games. Whilst handing out applause I would also like to pass on a huge thank you to all those committee people who helped to run our club these past 12 months. No doubt we will be looking to fill these positions at our forthcoming AGM, so if you feel the urge, please step forward.

We have already been approached to put on an event this year for the Motorfest activities in September, Graham McRae recently attended the first of their meetings and has indicated our willingness to be

involved, considering it has been a few years since we last participated, it would only seem right and fair to pitch in.

As far as our own events calendar is concerned, we have only programmed to March at this point, so we would welcome your input to help with the planning of further outings for the year.

Restoration and new arrivals have been a feature amongst some of our members since the last magazine; David Crichton is progressing well with his 1934 Airflow; or perhaps that should be Rick Frith is making good progress with the body repairs whilst keeping Coopers shares afloat. Our award winning Editor has joined the Royal brigade with the purchase of a fine example of an AP3 Chrysler Royal; seems to be quite a nest of Royals gathering in our midst at the moment. Will they ever be as sought after as Customlines and 57 Chevs I wonder.

Late last year, we received an invitation to mount a Club display in the National Motor Museum at Birdwood, sometime within the next 12 months. As we did not have time for the committee to discuss the matter

before Christmas, it will be on the priority list of things to do, as soon as the new committee is established. I see this as a wonderful opportunity to put our club in the spotlight; therefore can I ask that you all get behind the idea and put forward suggestions as to how best we could make this work to maximize our exposure. We already have an enviable record within the Historic Vehicle movement; lets capitalize on it.

As this will be my final report, having been in the chair for two years now, I would like you all to know that it has been an absolute pleasure (yes there have been some ups and downs) to share this position with a wonderful group of likeminded people; in particular can I single out my lovely wife Cath who keeps it all in perspective. To the new committee I wish you well.

Safe and happy motoring.

Chris Howes



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Trevor Beythien, Chris Howes, Ross Fleming, Wayne Bartlett, Dave & Gaye Aylett, Norma Hamilton, Noel Cowie, Allan Martin, John Courtney and Ross Bryant.

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

Richard Tapp

WEBSITE STATISTICS

	December 2007	November 2007	December 2006
Visits	1,124	1,236	2,762
Pages	1,870	2,005	4,097
Megabytes	2,024	1,816	2,762

FROM THE COMMITTEE

Secretary's Jottings



Well, the time has flown once again, and here we are into January of the new year (2008), and into the hot weather, and lack of rain!

We went up the river to Purnong some weeks before Christmas for a bit of water skiing, and smartly went in two 4WDs and a snap strap which was needed to launch the boat and retrieve it. I have never seen the river so clean, clean enough to see to the bottom. Needless to say we had a good day. It is a pity the petrol is so pricey!

The end of the year went off with a bang with a great Xmas Picnic, complete with Father Xmas and the Ferel Fire Truck especially imported to carry the old fella to the Park. Thanks to the Bean and Purdie families and their band of helpers.

The Xmas meeting then followed some days later, complete with a great supper per Judy and her helpers. Thank you Judy!

Some other club members, namely the Beythiens, have also been working diligently setting the groundwork for the next National Chrysler Rally to be

held in the year 2010, the venue being the Riverland. Lets hope there will be a bit more water in the Murrey River by this time.

Take a tour around your suburb and check out the brown lawns in the gardens, shows the drought is starting to bite now! I will keep this short and put the rest in the secretary's report for the AGM in February next month.

Enjoy the rest of the before the Club Year start again for 2008.

Ross F

Vale — Dennis Hatchard

As this magazine went to print I was informed of the passing of former club member and identity Dennis Hatchard, who passed away suddenly on January 18.

Many of our members would know Dennis through his business DENRON Metals at Thebarton and as a long time advertiser on our magazine

cover. He was the source of many bits and pieces salvaged from scrap which ultimately went into the restoration of members vehicles, as well as being the recipient of those bits left over.

Dennis was a gentle giant who loved to help club members in the quest for parts and materials;

he was affable and generous. His passing comes as a shock and I personally will miss him greatly as I am sure will many others.

To his wife Ronnie and all the members of his family, we offer our deepest sympathy; his presence will be sorely missed.

Chris Howes

Club Calendars

There are a handful of 2008 calendars still available. Each month opens to A3 size, with A4 picture and A4 calendar. \$10 including postage within Australia. Cars from 20s through to 70s. Chris 8165 3971 ah.

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	



CLUB NOTES

Member Profile - Gil Purdie

TELL US ABOUT YOURSELF AND YOUR VEHICLE(S)

GIL PURDIE, Wife CHRIS, Daughter ALISON. Occupation, MASTER PLUMBER (Specialising in Bathroom Renovations)

1922 Dodge Brothers Roadster. 1929 Dodge Victory 6. 1925 Maxwell (with 1959, 313 V8 Chrysler Royal Running Gear), 1933 Dodge Fire Truck (1/2 Share with Denis Thompson)

HOW DID YOU FIND OUT ABOUT THE RESTORERS CLUB?

Denis Thompson a "mate" of about 15 years rang me and said he had bought a Vintage Car ? and did I want to go for a run. The run turned out to be the CRC Pub Lunch at Stockwell June 1993?

DID YOU KNOW ANYONE IN THE CLUB?

Denis Thompson.

WHAT YEAR DID YOU JOIN THE CLUB:

1994. Denis approached the committee regarding allowing a person to join the Club with a "HOT ROD". (Many still regret that decision.)

WHAT CAME FIRST THE CLUB OR THE CAR?

I joined the club the night I got the Maxwell on the road.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

1925 Maxwell had been built as a Rod in the 1960's Then approx 20 years on blocks. STILL RESTORING / IMPROVING.

1929 Dodge Victory Six Restored and on the road, but not finished. ON GOING RESTORATION.

1922 Dodge Brothers Roadster. RESTORED

1933 Dodge Feral Fire Truck. FERAL RESTORATION

DID ANY MEMBERS HAVE ANY INPUT WITH YOUR RESTORATION?

Yes many club members and this assistance still goes on with maintenance and improvements of vehicles.

DO YOU HAVE A STORY THAT MAY HAVE WON YOU A DISASTER AWARD?

I did receive a fuel can due to my many disasters of running out of petrol, one

being involved with MR BEAN AT THE KERNERWEK LOWNDER which earned Malcolm Bean the Disaster award.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

Yes. I try to participate in an interstate run each year if possible. I also enjoy Club meetings and Sunday Runs.

I like to attend events such as The Norwood Christmas Pageant as I feel it helps to promote our Club and Hobby to others.

WHAT IS YOUR AMBITION IN THE CLUB?

To be different. To assist those who run our club and events. Self Employment does not allow me to commit to major club events.

DO YOU HAVE A STORY THAT NEEDS TO BE TOLD ABOUT A CLUB MEMBER? (DONT LET THE TRUTH HOLD YOU BACK)

Over the past 15 years there are so many great stories and memories I would not know where to start.

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

I love swap meets. A great social event plus the chance to find parts?? and possibly a bargain. Interstate swap meets are events for catching up with interstate owners of similar vehicles plus ideas and parts. I would still go even if I didn't need anything.

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

Receiving the Alan Toull Memorial Award last year.

Knowing and learning from Ray Miles, Keith Lucas, Murray Bryant and Malcolm DuBois plus current club members.

IF YOU ENJOY CLUB RUNS, WOULD YOU HAVE ANY SUGGESTIONS FOR THE FUTURE.

Yes we do. I am always happy to assist if needed.

FOR THE LADIES.

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

That has never been a problem as we all love the cars as they arrived one by one.

First Gil extended the carport, then a double garage facing the side street.

Then he bought the house next door for another "driveway and garage"

The best one was Alison and Gil returned from a Breakfast Run and said "we have to sell the caravan we need the space and money"

HAS HIS EFFORT BEEN WORTH IT?

Gil has always been involved with motor sport, but vintage cars and especially the Chrysler Restorers has given a great relaxed outlook on life and special friends.

Wayne Bartlett

Gil Purdie (left) with Denis Thompson



CLUB NOTES

Historic Registration

The club's financial year ended on 31 December 2007 and renewals are due from 1 January 2008.

The constitution provides that members who have not renewed their membership by 31 March will cease to be a financial member of the club.

If you have Conditionally Registered Historic Vehicles (Historic Registration), unless you have joined another club and they have issued a log book, your vehicle's registration will cease to be effective after 31 March, irrespective of the date on your windscreen sticker.

This is because you will be in breach of the condition of registration that requires you to be a financial member of the club that issued your log book.

The club is required to (and will) notify Transport SA where the holder of a log book does not renew their club membership.

If you have a conditionally registered vehicle with a log book issued by CRCASA and will not be renewing your membership, you should arrange with Dave Aylett to cancel all log books issued to you by this club as soon as possible and certainly before 31 March.

If you don't renew your membership with this club or if you arrange for your log books to be cancelled, obviously you must

not drive the affected vehicles until you have made alternative arrangements.

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

OPTIONAL LOGBOOK UPDATE PROCEDURE #1

You may come to the club Registration Day on 3 February 2008 and pay your membership fees and have your log books updated. See details elsewhere in the magazine.

OPTIONAL LOGBOOK UPDATE PROCEDURE #2

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

- Club membership **renewal form**;
- **Payment** (cheque or money order);
- An appropriate sized **stamped self addressed envelope**;
- **Current** registration papers;
- **Logbooks; AND**
- \$1 (2 x 50¢ stamps) for each replacement log book

required. Log books may only be renewed twice after being issued - they have a 3 year life.

to Dave & Gaye Aylett at 5 Larkdale Crescent, O'Halloran Hill 5158. They will post the updated logbooks and endorsed registration papers back to you promptly. **Make sure that you put sufficient postage on your envelope for the number of logbooks that you are sending in.** Do **NOT** post the plastic logbook cover.

NOTE: Please only post your membership renewal to the Ayletts if you are **ALSO** sending logbooks.

OPTIONAL LOGBOOK UPDATE PROCEDURE #3

You may also renew your membership by posting only the renewal and payment to the club's post office box or by making payment to the Treasurer at a club meeting. You should then bring your logbooks to the MARCH meeting (not February — which is the AGM) and queue up at that meeting.

*Dave & Gaye Aylett
8381 9665*

Restoration Services Directory

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

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

website, between biennial printing.

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

The updated version on the website is January 2006.

PAST EVENTS

2007 Chrysler National Rally

We left home on Thursday 27 Sept and travelled to Taillem Bend where we stayed in a motel and dined with Keith and Heather from Wallaroo and Peggy and Ross Fleming at the local hotel.

We were at the shell garage early on Friday to meet the group at 8:30 am and 8 cars left to travel together.

Friday was a windy day but we arrived at Tooleybuc mid afternoon with no problems. A bakery stop at Ouyen saw us all enjoying the delights provided and was well worth the visit.

Narrandera was our stop on Saturday night and during the day we met up with 3 cars from Broken Hill.

We set off early Sunday morning through Junee, Cootamundra and Harden and arrived in Canberra mid afternoon after a couple of our group had "detours". Ross Fleming got lost on Canberra's outskirts and hired a taxi to lead him to the Black Mountain Caravan Park.

We enjoyed the runs planned, although it was again very windy on the day we went to Braidwood.

The quiz evening was a great success. Some of the SA group won meat trays at the football club where the quiz was held and we had a great get together the next night to share the spoils. Most of us did different things on our free days and we went to Blundell's Cottage, Floriade, New Parliament House and I looked in several quilt shops.

On the display day we were assembled early and there was lots for me to see and do nearby. I went to a display in Old Parliament House called "Scarred and Strengthened" which told



PAST EVENTS

2007 Chrysler National Rally (ctd)

stories of Australians in the Great Depression.

I found it very interesting as I'd been told by my mother how hard things were and how my family coped. I also saw a production called "The P.M. and the Swaggie" which was a dialogue between Joe Lyons and a swaggie set in the 1930s.

In the afternoon several of us walked to the Albert Hall to see a wonderful embroidery exhibition by the Canberra Embroiderers Guild.

We enjoyed the presentation dinner and were pleased that 3 of the S.A. vehicles won awards. The table centre pieces at the dinner were quite spectacular and one couple at each table had the chance to buy one. They were such a success that people were ordering extras.

We enjoyed the week in Canberra although getting around in an old car when you are not sure of your way wasn't always easy. I lived here in 1961-62 when there was only one set of traffic lights — so things have changed.

We left on Sunday 7 Oct and stayed at Cowra where we visited the Japanese Garden and cemetery; both were very interesting.

We then drove to Griffith, Ouyen and home on Wednesday 10 Oct. We covered 2,087 miles at an average of 19.9 mpg, had no problems with our car and enjoyed our trip.

Norma Hamilton.

Photos: Display day photos by Noel Cowie, Run photos by Chris Howes



MEMBERS VEHICLES

John Courtney's Dodge

Photos from the 2007 Christmas picnic, showing Santa arriving in the Feral Fire Engine, Santa's Chauffeur, and Santa and helpers distributing presents to children - children who had obviously been good, all year long!!

Photos: Allan Martin



MEMBERS VEHICLES

John Courtney's Dodge (ctd)



MEMBERS VEHICLES

John Courtney's Dodge

This is not a restoration story. My 1965 Dodge Phoenix is original, not restored. Rather it is the story of how and why I bought it.

It may also give some understanding to MY impression of the cars in use in Murray Bridge and the used car market in the late 1960s and early 1970s. In many respects it is similar to the logic used to determine your football team, etc. In other words, logic does not necessarily come into it. Its sort of the way you were "brought up". That means that I don't really care if you agree with me or not!! If you don't, you are obviously wrong.

My father was not very mechanically minded. When I was very young, we did not have a car. Dad had an early Chev truck, then I think a Morris or Bedford truck, but in reality these probably belonged to Granpa's "Courtney's Cool Drinks" company. The Chev truck is believed to be the one that Mal Fountain has recently restored.

Dad attempted to teach Mum to drive in this truck, but on the first lap around the block, coming down the hill in Florence Street, past the Catholic School, the steering wheel came off in Mum's hands! That was the end of Mum's driving lessons for many, many years.

These trucks had long gone before my time. Dad inherited Granpa

Courtney's 1948 Vauxhall when "Johnno", as I used to call him, died in 1962. To me, it wasn't a very inspiring car and it was traded in on a brand new 1964 Vauxhall Victor, with no wireless or heater as standard equipment. I remember helping dad fit an after market heater.

I don't remember many problems with this car, but it was not very inspiring either. Performance and brakes were fairly unnoticeable, which was probably a good thing, in hindsight, as it is the car in which I learned to drive.

After I got my licence, I used to drive the Vauxhall around a bit, but was so worried about what would happen if I pranged it, that I was reluctant to use it too much, even though Dad seemed unconcerned. The closest I came to trouble in that car was getting it hopelessly bogged and having to make up all sorts of excuses as to its whereabouts until I could extricate it, with the help of a mate's father, then clean it up, all of which took some time.

My first memories of Granpa Nitschke's cars were of a 1926 Chev Tourer that had been converted into a ute by the removal of the back seat, back doors welded up, and the rear cut out to form a tailgate. Thus it was in reality more of a proper ute in concept, rather than the buckboards that were common at

that time. I often used to ride in the back, with my dog, and thought that was something real special.

He then graduated to a series of Austin A40s, both utes and sedans. By this time, I was starting to take quite an interest in cars and used to help "Pup" (Granpa Nitschke) when working on the A40s, which was frequently. It was about this time that I developed a strong dislike for pommy rubbish. Everything seemed difficult and awkward to work on, especially the electrics (*Why do Poms drink warm beer? Because Lucas make their fridges!*).

By then, a good mate, John Parkyn, was about to get his licence, and started to get involved with Ford Prefects and Anglias. More Pommy rubbish.

John's father, Clarrie, was a dyed in the wool Ford fan, and a mechanic as well. He had a single spinner Ford ute, with a canopy, when I first met him, then later, a barge model (1960) Fairlane. The Fairlane was the first car in which I was a passenger that exceeded 100 mph. I was or course very impressed.

John & I went to school together, and we spent a lot of time together at weekends as well. Clarrie was always working on mechanical things that were of interest to me, as well as having an interest in boats and all things outdoors, which were my interests as well. I soon became a firm Ford fan myself but anything less than a V8 was rubbish.

Looking back on that era, there are a number of issues that must be pointed out. Because of the inferiority, in those times, of oils, metal technology and quality, engines really did not last long by today's standards. Never mind the "good old days". Most cars were pretty ordinary, both body-wise and mechanically, although big under-stressed engines usually lasted OK.



Getting ready for the Christmas Pageant. Note the old Chev truck in the background

MEMBERS VEHICLES

John Courtney's Dodge (ctd)

Any small engined car seemed to forever require rings/bearings/valves.

Yes, there were exceptions, of course, but they were usually "exotics or flash imported cars" and I did not see much of them in Murray Bridge. The only really exotic car that I remember was a drop head Jaguar owned by the family doctor, who really by then lived in Adelaide anyway. The only other "exotics" that I remember were of American origin, Buick, Desoto Firesweep, etc. These were not that far removed, mechanically, from what we were used to, but because of the larger engines and impressive bodywork, were exotic to me. Therefore there were four classes of car in my eyes, Fords, Dodges, Holden rubbish and Pommy rubbish.

It is only relatively recently that I have come to realise that there were other cars of worth, but as I said, I rarely saw them in Murray Bridge, certainly not long enough to gauge their performance or reliability. Even Mum's uncle's MG Magnette was close enough to be labelled pommy rubbish, even though I never rode in it or knew of its reliability. "Pup" borrowed a Sunbeam Talbot once, to take us on holidays to Victor Harbor. I remember being quite impressed with it (compared to his A40), but at the end of the day, it could still be labelled as pommy rubbish.

Another reason for these views is the standard of maintenance ALL vehicles received. While there were some excellent mechanics around, there were also some pretty poor ones, by that I mean that they were quite able to adequately maintain a big lumbering American derived vehicle, but anything else was a bit challenging, or more to the point, they didn't want to know.

Anyway, as I said, I got my licence



The old Chev cool drink delivery truck. Previously owned by Hugie Kuchel, now back on the road at the hands of Mal Fountain

in the Vauxhall Victor, and by 1970, had a job. This of course meant that I wanted a car! In reality, of course, I had wanted one for years, had dreamed about it constantly, read all the books and magazines and knew exactly what I wanted. An overhead valve Ford Customline. This is where the Dodge connection comes in. The father of a lad I had gone to school with had a 1965 Dodge Phoenix, and to say I was mightily impressed would be an understatement, especially the stories he told me or the performance of this car (one surely wouldn't lie to a teenage car enthusiast, would one?). But in 1970, the price of a 1965 Dodge Phoenix was around \$2800. Even a 1963 Phoenix, which really appealed to me, was around \$2500. Absolutely out of the question for me. But a Customline, being a few years earlier, could be had for around \$300 to \$400.

Parents of another mate from school had a Chrysler Royal. Dark green, with green tinted glass, it was a pretty impressive car, but Chrysler Royals really didn't appeal to me. Chev were still six cylinder till after 1959, so apart from being a GM product, a V8 Chev was, like the Phoenix, too dear. So a Customline it was.

But of course there was one snag. Dad. He was concerned about a young, inexperienced driver like myself having a "big V8". So he found a nice Mk 1 Zephyr for me. \$85 it cost, but I hated it. It was at least a Ford, was in fairly good condition all round, and went quite well, BUT IT WAS NOT A CUSTOMLINE!

It would occasionally foul a plug, but otherwise performance in a straight line was impressive for a standard car. I remember seeing 80 MPH on the speedo topping Buderick's Hill after coming off the bridge, being chased by a mate in a warmed Mk 2 Zodiac. He didn't catch me, but I didn't lose him either. While I would not vouch for the accuracy of the speedo, it was still a pretty good effort, I thought.

But the Mk 1 had one modification that eventually was my undoing (with my inexperience having no small part as well!!). It had previously been used to tow a caravan and had beefed up rear springs. This combined with the soft front end produced two alarming characteristics. The first was the ability to become bogged at the drop of a hat. Aided by the very low first gear, I perfected the vehicle bogging process that I had begun in Dad's

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John Courtney's Dodge (ctd)

Vauxhall, culminating in hopelessly bogging the Zephyr in the driveway of our Mannum Road home. The second characteristic was often pronounced oversteer. This resulted in an upside down Zephyr on Maurice Road, out past where the Gaol now stands. The Zephyr taught me many valuable lessons, the greatest being the value of seat belts, but also that I could not drive nearly as well as I thought I could. It was then about to teach me panel beating!

The Zephyr eventually looked respectable again, thanks to some assistance from a panel beating mate of my grandfathers and a lot of work on my part, as money was pretty tight. What money I did have, I was certainly reluctant to spend on the bloody Zephyr.

It also changed colour from black to grey and white. The colour scheme was dependant on what paints had been dumped by a crash repair shop. I got all the tins that I could find in a rubbish dump with a bit of paint left in them and mixed any that looked remotely similar together. This gave me a fair amount of sort of mid grey, but not enough to paint the whole car, which was needed because I managed to damage every panel in the rollover.

Mixing the contents of most of the other tins produced a sort of creamy white, enough for the roof. Thus the Zephyr became grey with a white roof. Quite presentable, but I was more determined than ever to get a

Customline.

By now Dad had pretty well given up on trying to keep me out of a V8. Perhaps he thought I had learned my lesson, if so he was quite right! I found just what I wanted in Victor Harbor. A 1957 Ford Customline, white and red (that always faded to pink within a couple of weeks of a polish) with a black flash down the side. It had extremely tidy grey interior, hardly any rust, and was very good mechanically. It cost me \$300.

Dad had driven me over to Victor to pick up the Customline and followed me home. As soon as we arrived home of course he wanted a drive. So of we went, Dad driving with Mum in the passenger seat, me and my grandparents in the back. Unfortunately, I don't think Dad had driven an automatic car before. At the first intersection 100 yds. down the road, he attempted to change gear as if in a manual.

This resulted in him actually selecting reverse, thus bringing the Customline to a screaming halt with all occupants plastered against the front windscreen. It probably looked pretty comical, but not to the occupants, who were all yelling and screaming in unison. Dad eventually got underway again, to continue for some time without incident.

In fact he had nearly returned home after quite some distance, but as he approached the Mannum Road railway crossing, a train arrived.

Dad hit the brakes, but unfortunately was not used to power brakes. The Customline had excellent brakes (although, being drums, faded badly if used more than once!), so this had the effect of locking all wheels, and a similar performance to that described previously resulted. Dad never drove the car again!

About this time, I bought a 1956 Mk II Zephyr to flog around paddocks. It cost me \$20, but had no gearbox. I bought another gearbox from the Victor Harbor wreckers for \$5. When I got it home I discovered that it was out of a MK I, so had the wrong spigot shaft. The bloke at the wreckers said "No problem, I'll give you the correct shaft".

When I arrive, he grabbed a 10 lb. sledge hammer and smashed hell out of a MK II box, until the shaft just fell out through the broken castings. He picked it up off the ground and handed it to me. I could not believe my eyes. I assume the gearbox was already stuffed, it certainly was then! With the gearbox fixed, the fun began.

Bruce Cronin had an FE Holden and we both used to spend Saturday afternoons screaming around a bit of a track at his father's place on Rocky Gully Road, actually in the bottom of Rocky Gully Creek, in a sort of quarry where sand has been dug out. We were often joined by various other lads in all sorts of vehicles. I remember a 750 Renault. Despite having the doors removed to lighten it, it was still gutless, but boy it handled.

Sometimes some of the lads would have a bit of a flog in their good cars, but Bruce and I felt much happier in our old bombs – it did not matter what happened to them!! Although we really could not get up much speed, they "fell over"

My Customline, taken about 1971. If you look carefully, you may notice that I had fitted 1960 Dodge Phoenix Tail lights.



MEMBERS VEHICLES

John Courtney's Dodge (ctd)

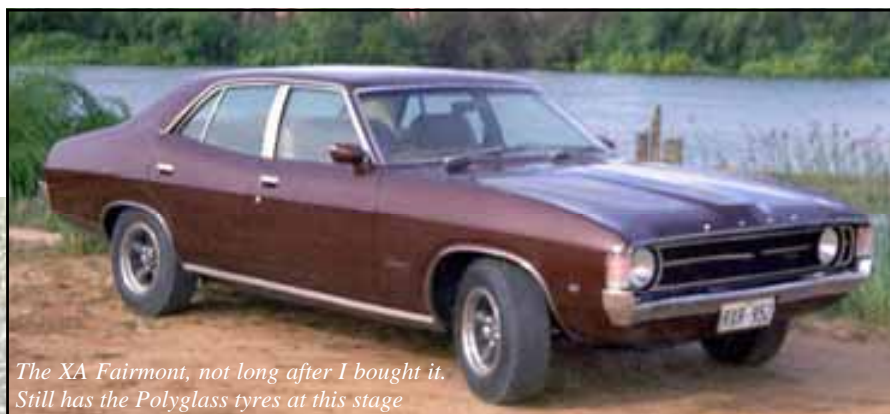
frequently, fortunately with no damage to the occupants. Think about this for a minute. Both of these cars were about 15 years old (about as old as a 1991 Commodore or Falcon would be now) yet they were so rusty that they could not be put on the road.

The doors of the Zephyr had little left of them and Bruce had eventually to stop driving the Holden because the bench seat had fallen so far through the floor that he could no longer see over the dashboard. They don't make them like they used to. And thank God for that!

The Customline proved to be everything that I had thought it would be. It was reliable, comfortable, safe, fast and looked good. It broke an axle shortly after I got it, but I always put that down to Dad's previously mentioned gear shifting trick. I fitted a set of Aunger Mags with Goodyear Polyglass tyres and it handled very well.

However, after about 18 months, I had accumulated a bit of cash and started thinking about buying a NEW car. It had to be a Ford of course and a V8. In November 1972 I took delivery of brand new XA Fairmont, GS pack, 351 four speed. I fitted it with the Aunger Mags from the Customline, which still had the Polyglass tyres on them. These tyres that had performed so well on the Customline proved to be terrible on the Fairmont.

I replaced them with Goodyear radials (Polyglass were bias belted) and the improvement was dramatic. I also replaced the shock absorbers with sports Monroe units and received another dramatic improvement in handling (on bitumen anyway. It was always a handful on dirt!). The Fairmont was a great car, performed really well and was reasonably economical. I wished that I had bought an



The XA Fairmont, not long after I bought it. Still has the Polyglass tyres at this stage

automatic though, as the twin plate clutch was heavy and severe and the gearbox a bit ordinary. I could never do a really smooth change. But I could live with that, the performance was great.

But I had, for some time, developed a liking for older cars. I would dearly have liked to keep the Customline, but just could not afford to. I had thoughts of building a hot rod and was always on the lookout for suitable old cars.

Just before I got the Fairmont, I managed to purchase a 1929 DA Dodge from Parilla and towed it home behind the Customline. The DA changed my ideas entirely. Being a Budd (imported) bodied car, rather than a Richards (local) bodied car, it was fitted out much better than anything I had seen before, with very ornate door handles and lovely cloth seats. I immediately decided that this car was too impressive to turn into a rod, and resolved to restore it instead.

Of course I still have not got it on the road, but I AM working on it. Shortly after, I bought a 1936 De Soto, also to restore, and that is not on the road either. It is interesting to note that when I bought it, the De Soto was not as old as my 1965 Dodge Phoenix is now, which is NOT restored either but IS on the road!

Thus I had solidified in my mind what was a good car and what was

not. It is interesting to note that I did eventually commit heresy and bought a new Holden Commodore in 1979. It handled beautifully, was very quiet and comfortable, but had poor fuel consumption, poor reliability and a rusty roof. I traded it in with only about 60,000 km on the clock. It had proven that I had been right all along. Holdens were rubbish.

Jumping quite a few years, work had been progressing quite well on the DA, but ground to a halt when I was transferred to Adelaide for work. I decided that I needed an old car to drive until I could get started on the DA again. I bought the 1929 Essex. It was an old restoration, but was quite presentable and reliable. After about 5 years of ownership, I realised that it really could do with a bit of work. However, I decided that if I put the time in on the DA that the Essex really required, I would be far better off. So I reluctantly sold it.

This meant, however, that I again needed an old car to drive, while working on the DA. Another Customline would have been great, but there was nothing available that I could afford. I started looking around for a Dodge Phoenix. Funny, isn't it. Years ago I could not afford a Dodge Phoenix, so bought a Customline. Now it was the other way around!

I started looking for a Dodge Phoenix in earnest. Just like years

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John Courtney's Dodge (ctd)

before, my preference was for a 1963 but I could not find one that was any good. Then a mate, Gil Purdie, informed me that his old 1965 Phoenix, that he had sold about 20 months before, was on the market again. I knew the history of this car, and decided that it would fit the bill admirably.

After inspection, and a short drive, I concluded that it was little changed from Gil's period of ownership, that is, it still went very well, and was quite presentable considering its 40 years of use. A successful purchase was negotiated. I now owned the car that had been so beyond my reach all those years ago.

I had hoped that I would now be able to drive on in reliable bliss, particularly on the longer club runs. That hope was shattered at the first corner after I took delivery! The first time I touched the brakes, I discovered that there were none!!

They had been fine a week before, but the previous owner had informed me that the master cylinder had seized up immediately after my test drive. He had been unable to put the car away until he had backed off the brakes. He had replaced the master cylinder with a new one, but I assumed that it had not been bled properly.

I discovered that if I pumped up the brakes, I could at least get some braking, so decided that with sufficient caution, I would make it through Adelaide OK. It was all a bit worrying though. The Phoenix is a very big car and seemed more so because I was unfamiliar with the car. It was not helped by being automatic, with little retardation when one backed off the throttle.

The whole situation was made worse by having little in the way of tools with me, as the car was supplied with lots of spares that took up most of the room in the boot and

the back seat. As well, my wife Vicki had to return home to Murray Bridge by a different route, so was unable to provide any backup.

Never the less, I cautiously continued on and had almost got to Glen Osmond, when the car just stopped. I remembered that Gil had had a similar problem some time ago that had been very difficult to find, but had been eventually traced to a faulty ballast resistor. Unfortunately I had insufficient tools to really prove what was going on, so had to call the RAA.

The RAA repairman was unable to prove too much either, so after considerable delay (2 hours), the Phoenix was loaded onto a tilt tray ("Jeeze mate, its big, I hope its gonna fit") to be taken to an auto electrician to fix the "crook coil", which I was pretty sure I did not have anyway. Unloading from the tilt tray at the auto electricians caused further deterioration of the brakes. I did not know it at the time, but the main problem with the brakes was not that they needed bleeding, but that they had been excessively "backed off" when the master cylinder seized. When I braked hard reversing off the tilt tray, the automatic adjusters attempted to do just that, but instead the whole mechanism fell to bits. The brakes lost even more effectiveness, but now produced horrible graunching noises when the brakes were applied. At least I now had an audible warning not to use the brakes any more than I had to!!

Fortunately, the Auto Electrician was very familiar with 318 Chrysler V8s, took one look at the Mallory twin point distributor (when he finally got around to looking at my "job", that is) and said "the coil will be OK, the problem will be with that mongrel distributor". It was. He had considerable experience with drag racing and speedway and had learnt

to hate Mallory twin point distributors. So have I.

I was soon on my way, but needed to go through Christies Beach to sort out the registration. I wondered if I would get there before they shut, but I did, so the registration was soon sorted out with the assistance of Ron Turner from the Chrysler Restorers Club. So on to Murray Bridge I graunched, through Clarendon, Strathalbyn, etc. Lots of hills, try not to brake!. It was dark well before I got home (gee, I wonder if the lights work?), but fortunately I made it without further problems. I was mentally bugged though. It had taken me all day to pick up the Phoenix from Adelaide!!

With the Phoenix safely back in my workshop, the first job was to fix the brakes. I soon discovered the extent of the damage on removing the rear brake drums. There were a few mangled bits, but not too bad all considered. The brake drum had been scored, but came up OK after a skim on a brake lathe. The rear brakes had already had stainless steel sleeves fitted, so with a few new bits (adjusters and brackets) it all went together satisfactorily. I put stainless sleeves in the front brakes as well, so I figured that should take care of all the brakes for the foreseeable future.

I tidied up a few other bits and pieces, like arm rests on the doors. Nothing too serious though, it was basically pretty good. However, I was not really happy with the engine. I was still not convinced that the RAA bloke had got to the bottom of the distributor problem, and had a bit of a clean up in that area, but could not find anything really conclusive.

The engine had a fair flat spot as well, mainly due to the carburettor, I felt. However it had recently been reconditioned, so should have been spot on. I started to suspect that

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John Courtney's Dodge (ctd)

although Gil believed he had fixed the problem with the engine cutting out, by replacing the ballast resistor, there may still be problems that the bloke I bought the care from had been unable to fix. Soon after, this problem appeared again, and I again had to call out the RAA.

We got it going, but I was not convinced that we had really identified the problem. I started to carry more and more bits and pieces so that when the engine stopped, I could conclusively prove where the problem lay. By then I had also replaced the fuel pump and coil, although I was pretty sure that they were not the problem. I was determined to methodically prove what the problem was.

This was not helped by the problem magically appearing and disappearing at the most inopportune times. Sometimes it would go for months without a hiccup. I had eventually proven that there was no problem with the fuel or ignition up to the distributor. I then discovered that the real problem was the points in the distributor. First one then the other would go open circuit. This meant that there was still spark, but at the wrong time. Having proven

conclusively to myself that the points were the problem, and feeling that it was due to poor construction and materials in the distributor, I was determined to get an original distributor, even though my RAA "friend" in Adelaide had said the way to go was a later model 318 electronic setup.

I eventually found one in reasonable condition, although I had to do some work on the auto advance to get rid of some wear. Happy that it was now OK, I fitted it, set the timing and am pleased that it has given no further trouble. It also ran and idled much smoother. Although I may have lost a bit of "top end" performance, that is something that I have not and am not likely to notice.

I still had a bit of a flat spot, though and was convinced that it was a carby problem, even though, as I said, it had recently been reconditioned. The accelerator pump seemed to be delivering too much fuel. It worked opposite to others that I had worked on, in that, under acceleration, it delivered a "pump stroke" of fuel under the control of a spring, rather than controlled directly by a linkage. I could not see how I could improve this, despite consulting a number of "tune-up

manuals".

In 2004 I attended the Broken Hill swap meet, where I bought a genuine Dodge Phoenix workshop manual. This went into great detail on the setting up of the accelerator pump. I immediately realised that a small clip was missing from the "reconditioned" carby!. This was quickly constructed from a piece of wire, not quite original, but good enough "for the time being". I was then able to set up the carby as described in the manual and it made a world of difference. I now had a car that went and stopped as it should.

Although I have done a few other minor things to tidy the Phoenix up, as well as replacing the battery and putting a new core in the radiator, it has really required little to be done to it since then. I could tidy up a few more things, but then I would really be "restoring" and that was not my intention. It remains a fast, reliable, comfortable classic that reminds me of my formative years and the cars that were special to me then. What more could I ask?

John Courtney



My 1965 Dodge Phoenix, 2007

RESTORATION STORY

Ross Bryant's 1929 Senior Six

This article is part 2 of 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 DOOR AGAINST THE WALL STORY

I was overjoyed at this offer but better was to come because he said to me, "Are you the fellow from South Australia who rang wanting a rear door?" and I tentatively said "yes". He said, "Well, there it is over there leaning against the shed wall." He said, "It's been there for years waiting for you to come and pick it up." I really couldn't say anything. I paid another twenty five dollars, opened the boot of the yellow Valiant, took out all my personal luggage and put that on the roof rack and then carefully placed the precious, but a little rusty, left hand rear door, in the boot. I was not going to risk it being stolen or lost. No way!

Now when I talk about a door, I really mean a metal skin tacked over a wooden frame. When the time came to rebuild the door you can see by the photo just what was required. To any of you who have re-wooded a vintage car you will know what I mean when I say, that there is not one right angle to use as a starting point, anywhere on the door frame or body frame. It was one of the most frustrating parts of the whole restoration but eventually I was able to complete all the wooden sections and screw them together, no glue by the way.

A COUPLE OF COATS

OF CHASSIS BLACK AND SOME RESET SPRINGS

Well, so much for the search for those elusive parts. My study year had long since gone and the family despaired of just seeing boxes of parts and real pressure was being put on me to finish the Dodge.

So out came the chassis. It was still covered with grease and other stuff so off it went to the sandblaster and within a couple of weeks it was back home sitting on four, four

gallon tins waiting for a start. Firstly a good coat of red oxide then a couple of coats of chassis black and we were ready to go.

I then had to find all the bits and pieces that go with the chassis. The springs came first and I took them all down to Industrial Springs. There an elderly gentleman in charge, much to my surprise, took out his reference books, found 1929 Senior Six Sedan and reset them to the correct "tension".

Unfortunately the shackle pins and the shackle hangers were badly worn so I welded up everything



Five-passenger Sedan—(Five Wheel Extra)

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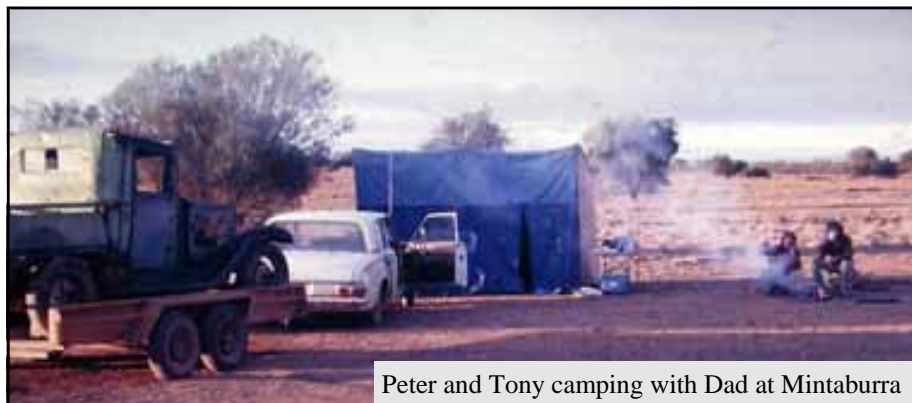
Its refreshing lines and distinctive interiors cannot be seen without a feeling of intense admiration. Nor can you drive this fine, large car without responding enthusiastically to the thrill of its performance.

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)



Peter and Tony camping with Dad at Mintaburra

ready to be machined in my trusty Hercus lathe. This was a very long job but I can assure you when finished and hanging on the chassis was a marked improvement than before. It looked even better when the wheels were on.

The shock absorbers came next. These only required new seals and so far have not leaked any oil.

THE STEERING BOX SAGA

My main problem, chassis wise, was the steering box. After pulling it apart, I found the end tapered bearing was shattered. I did what I could to repair it but it was a real botchy job and I knew it would have a limited life. I just had to look for another box urgently. For years I kept looking at swap meets but as there are very few Senior Sixes around, any chances of finding one was small. However, the Ballarat Swap Meet produced the goods (or so I thought). Nearly ready to go home I found a steering box on the back of a truck with the owner about to go home. I was so pleased with my find that he said take it and have fun.

I took it home, pulled it down and found it to be in first class order. I cleaned it thoroughly, put new steering box grease in it then installed it in the car. On turning the steering wheel I noticed that it only took one and a half turns to go

from lock to lock. I checked with the original one and found that one took two and a half turns, just my luck, so if anyone wants a steering box for a Senior, see me, but I can tell you, you will have to be Samson to steer it.

THE ENGINE AND ALL THOSE OTHER BITS

Well so much for the chassis, it seems that next on the list was the engine. Now money was a bit scarce so I decided to do a rough rebuild. This meant just a new set of rings and a homemade crankshaft regrind. I spend a lot of time on all of this before I realised that the right thing was to do it properly. Along with all of this, I received a promotion, which greatly reduced the pressure of the money shortage.

So with great anticipation I set off to Jeff James with an assortment of

bits and pieces for a complete engine rebuild. The engine was with Jeff for a few weeks so I had time to properly look at the gearbox. I took a gamble after a good inspection to simply drain and flush it well. I was lucky as the gearbox is still in the car. There are no annoying noises or whines and the gearshift lever has a lovely soft touch when changing gears.

This was also the time to install the tail shaft about which I was most concerned because it was of the ball and trunnion type. If you have had anything to do with these you will know that when they wear they will rattle and vibrate. Knowing that the poor old Senior had been used to pull a variety of farm machinery in it's early days, I found after the whole restoration was finished that something big was needed. At a later date, I removed the original and put in a rebuilt later model one. This made a real difference especially on the freeways. No vibration, no noise and a magic improvement.

I was now ready to assemble the engine so after putting a bit of pressure on Jeff James, especially as I now had some money in my hand, I got that call "Ross you can now come and pick up your engine."

For the next few weeks I worked long hours assembling all those precious parts. The pistons were installed after checking the ring



Engine assembly underway

RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

gaps then came the crankshaft and soon I was able to turn the engine over by hand. Jeff's clearances were just spot on. It was with a sense of nervousness that I bolted on the head and tightened up the bolts on the sump. A good coat of grey engine paint and soon the engine was swinging in the air above the chassis awaiting installation.

Phew! What a relief but there was still a lot more to come.

THE BODY WORKS

The body was now next in line for restoration. Boy what a worry. As I said before, there was not a right angle to be found but in the end that didn't make much difference it was just a matter of first inspecting the metal skins, which covered the wooden frame. I had to make up special tools to do this as I did not want to distort the steel panels in any way especially those of the doors and rear tub. Many a sleepless night came and went without much progress. I had success in the end and gradually the body began to take shape. I must admit that tackling it bit by bit my



Body restoration underway

confidence gained and soon all that was left was the left hand rear door, which had travelled all the way from Bega.

From then on there was much guesswork in getting the right angles especially when making the dovetail joints. However, when I finally locked the frames of the body and doors up I was able to fit the door. My first try was not a success. The door, though flush at the top, was out by about two

inches at the bottom. To correct this I had to fill the dovetails up with new wood (and some plastic wood). Then using guesswork again I recut the bottom and top dovetails. I then assembled the whole frame and to my great relief the door fitted perfectly. More luck than skill here.

From then on I plodded away doing a little each night until I reached the stage where everything fitted. Doors opened and closed and the raw body began to look like a Senior Six.



Body restoration continues

The body was now ready to go to the paint shop, which just happened to be some six steps to the other side of my shed. I had made a trolley on which to keep it mobile, as lighting in the shed was not good.

First coat was Dulux Etch Primer. Just a thin coat over all prepared surfaces. Then came several coats of primer surfacer and much rubbing down in between. Then the final coats of Mercedes Dark Red. Once again a good rub down between the coats of paint and we called it a day. Boy I was really glad to see the final coat as the whole paint process took many weeks as I was at the mercy of the

RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

weather all the time. Crash Supplies insisted that I only paint between temperatures of 18 and 25 degrees, as they would not otherwise guarantee the paint. Well, so much for the paint job. I was very pleased with the finished job but from then on I had to be careful not to scratch what I had so painstakingly done as now it was upholstery time.

TWO NEW FOUND FRIENDS AND NEW UPHOLSTERY

A telephone call to the Carofano Brothers, Carman and George and a time was set to make the interior look like new again. "A couple of weeks" said Carman. They were great guys to work with as I planned to make up the new door panels and seat frames myself, leaving the upholstery work to Carman.

By the way, the couple of weeks came and went. I don't know how long it all took in the end, but three months was closer than two weeks. We did have some luck with the door panels and seats. I thought that the material used originally was vinyl but when we removed the

vinyl, we found the original cloth material underneath, complete with the original stitching patterns. As I said before Carman and George were great to work with but they were always up to some trickery.

They were always hinting at what a great rod the old Dodge would make and one day I came in to find the original wheels removed and fifteen-inch fats fitted all round. I had to wait three weeks before the 'real' wheels were found and put back where they belonged. I must admit it was really a sad moment when the upholstery was finished and I no longer had their company in the afternoons. The finished job was great and it was a proud moment when we wheeled it out of the shop, ready for it's trip home.

THE FINAL TOUCHES

Soon the Dodge was back home in the workshop ready for the final touches on the "assembly line". All the chrome parts and other very needy bits so carefully stored in the rafters of the shed came down and were prepared to be fitted in place. This was a real discovery trip, as

most of the stuff had not seen the light of day for many years.

I ordered a new wiring loom from Vintage Wiring and soon installed it. It was a great thrill to see all the lights light up especially the highly ornate dash.

I had some trouble with the radiator but the Frith boys came up with one that fitted. Don't know where they got it from but I was really pleased with their gift. When the radiator was in, along with its surround, I was able to bolt the bonnet in place and that, along with freshly painted mudguards, certainly whipped up my enthusiasm. Things began to move along at a great rate.

The starter motor and generator, in spite of being covered in dust and grime for years, was checked out at the local auto electrician and went in to their appropriate places.

The carburettor only needed a good clean. I set all the adjustments according to an early Dodge manual and the settings proved correct from the word go.

It didn't take me long now to virtually finish the Dodge and prepare it for its first trial run. There were little bits and pieces to

The whole family celebrates!



RESTORATION STORY

Ross Bryant's 1929 Senior Six (ctd)

be finished here and there but everyone was keen to see if our time, effort and money was the success we were looking for.

THE BIG DAY — THE FIRST TEST RUN — SUCCESS AT LAST

When the big day came for its first test run. I gave Murray a ring and he was down at my place within the hour. We had planned to pick a day without rain (so what's new) with the idea of Murray giving me a tow around the block to build up oil pressure first. We did this for about a half hour then stopped at the top of the hill in front of my home. Then using the slope of the hill we took off down the hill in top gear with my left foot firmly planted on the clutch. The plan was to get up

speed, let out the clutch and see what happens.

I can tell you I was extremely nervous but be that as it may, we started our run. We went about a hundred metres, built up some speed, switched on the ignition (or Murray did), let out the clutch and without a real murmur the big Senior fired up for the very first time in some thirty years.

We were on our way at last. We took her down to South Road, drove her until she came up to temperature then drove her home. We put her in the garage and let her cool down for a longer run the next day. I can assure you all I was a bundle of nerves by the time it was all over. From then on daily runs freed up everything and soon the old/new Dodge was ready to participate in the Club runs or any other activity we could find, but not

farming.

JUST A FEW VITAL STATISTICS

It will cruise comfortably at fifty miles per hour all day. Will go higher but I am very conscious that I am driving a two-tonne motorcar that needs to stop quickly some times. Since restoration the car has covered some 6,000 miles, done many weddings, travelled to Canberra and back without a murmur, been on many Club runs (not so many lately). Has won a number of trophies including Best on Show at the Club's 20th anniversary Display Day.

All this at twenty-one miles per gallon!

Ross Bryant

The Senior 6 in all its glory!



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

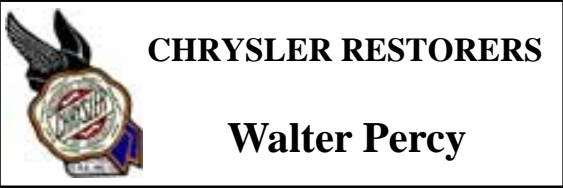
All prices include our emblem embroidered on the article

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

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

All vehicles offered for sale should quote their registration number or engine number if not registered.

FOR SALE

96A Whippet tourer, POA, 8276 8664

1936 Dodge, stored under cover and in the family all its life, was driven into position 2 years ago, all original Ruth McAuley 02 4959 2131 (near Walgett NSW)

1937 Nash Ambassador 6, older restoration, drives well, overdrive gives up to 21½ mpg. Reluctant sale. \$15,000 Bill Watson 8264 6355

S series Valiant, push button auto, with gas and mags, needs restoration, mainly paintwork, Trevor Anderson 8244 7021

1963 Chrysler Royal AP3 [UKB-391], complete car, defected, looking for good home, Mark Bennet 8177 1381

1963 AP5 Valiant, push button auto, green, original condition, all standard, price offer over \$4,000 taken, club member G Spear 8346 8993 ah

Slant 6 era parts and HR Holden parts, Graham 0419 294 052

Valiant AP6 [UNP_611] in excellent original condition, 130,418 genuine miles, family owned, carefully maintained, always garaged, reg until Mar 2008, offers to Dennis 08 8353 2748 (see pic)

1973 Valiant VJ 265 Regal, auto, white, 81k miles, in good condition, aged owner no longer driving, Allan 0407 569 187 (Ararat Vic)

VH Charger, 245, one owner, immaculate for age, Mick Flower 0439 332 205 (Berwick, Vic)

Surplus books (duplicates) from club collection for sale by "silent auction":

- Factory VG Valiant service manual,

part no. 2596938, 1970, well used condition, small number of pages missing from book.

- Chrysler model identification guide, up to 1976 CL, also has Dodge, Centura, Hillman and Mitsubishi, cover not perfect, pages good.
- Chrysler 1976 service bulletins, book 210 mm high by 137 mm wide, part no. 4068270, good condition
- Chrysler 1977 service bulletins, same size as above, part no. 4068271, good condition
- Chrysler 1978 service bulletins, same size as above, good condition but some loose pages at front
- Factory Hillman HE series 1970 Hunter, Royal, Hustler and Safari service manual, part no. 3542393, covers worn, appears complete

Submit offers in writing for individual items to PO Box 667, Plympton 5038 to be received before the AGM on 13 Feb 2008. Questions to Steve Tyler 8261 7971.

Chrysler wristwatch, given to employee for long service, Mrs Davies 8326 1984

WANTED

Dodge 4 or Dodge 6, Bill Harvey PO Box 1389, NT 0851 [042 563 067 - digit missing ...]

2 sets of wooden wheels, 4 wheels and 2 front axles, for restoration of an outback buggy. Late 20s to mid 30s, can be rough. Peter Foster 8443 8638

1934 Chrysler Airflow, Colin 02 6760 7855

1948 Plymouth parts: good (repairable) petrol tank with sender, chrome for the front grill (top bar) and drivers side front guard along with a surround for the p/s head light, bonnet catch/latch, pair of windscreen wiper arms and blades, oil bath air filter unit and set of head

lights. Roger Day ah 03 458 2261 (see pic of project, shown for interest not for sale!)

Australian built 'D49/4' 1954 Dodge Kingsway Coronet parts: Bumper bar jack in working condition, original rear shock absorbers fitted to these car from the factory - "Monroe" or "Oriflow" brand - dated between 1954 and 1960 - this is written on top of the shock absorber. New or used (suitable for reconditioning). Some original part nos are : A1462818, A1465952, A1726606 or A11467119; battery tray in good condition. Laurence 0409 703 386

Rubber boot seal for 1955 Plymouth P25 Belvedere (Aust body) (see pic), and also a petrol filler pipe rubber grummet (pipe size 59 mm, body size hole 72 mm, outside diameter can be 92-95 mm.)

1956 Dodge Kingsway rear door handle (external), driver's side. 8356 9397

Cheap 6 Volt electric fuel pump (eg Morris 8 SU pump) for a local community project where a team of volunteers are rebuilding an International truck. Mike Osborne 08 8837 3158

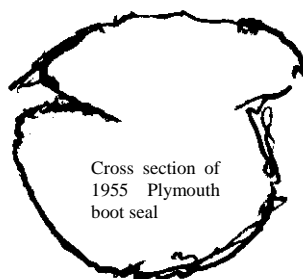
Powerflite transmission for Chrysler Royal AP1, Bob Hayward 0407 601 803

2 tone green seats from standard VC sedan to enable repairs to original seats, Wayne Bartlett 0408 829 605

Ryco E½ oil filter Ron van Rhoda 838 5424

Chrysler wagon, preferably with gas, not looking for show vehicle. Megan 0404 084 776

Small / medium fridge freezer in good condition. Graham or Jenette 8264 2261.



Cross section of
1955 Plymouth
boot seal



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