



THE
CHRYSLER
COLLECTOR

Number 177

July / August 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:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
Vice President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
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:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	ah 8251 3240
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070.....8449 8905
Run Coordinator:	Wayne Bartlett, 21 Severn Court, Para Hills 5096.....	0408 829 605
M/ship Vehicle Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
Committee:	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016.....	ah 8341 6661
-	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093.....	8263 5416
-	Brenton Gibb, 18 Caroonia Avenue, Para Hills 5096.....	8263 2908
-	Garry Williams, 11A Wisdom Street, Seaton 5023.....	ah 8353 0027
-	Rhonda Williams, 11A Wisdom Street, Seaton 5023.....	ah 8353 0027
-	Bev Dart, 67 Australian Avenue, Clovelly Park 5042.....	8277 6115
-	Phil Bakker, 39 Sheridan Street, Woodville North 5012.....	ah 7120 2075
Federation Rep:	Bill Watson, 431 Wright Road, Valley View 5093	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	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, 21 Severn Court, Para Hills 5096	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:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
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 22 August 2008. Corrections/amendments until Sunday 24 August 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

9 July 2008

Natter Night

13 August 2008

Bring a mystery object- Judy Hart

20 August 2008

Committee Meeting

10 Sept 2008

Rex Greig - Transport of Uranium- Gary Williams

8 October 2008

Natter night

15 October 2008

Committee Meeting

12 November 2008

Paul Friend SAPOL- Lindsay Gibb

10 December 2008

Christmas meeting

CLUB RUNS / EVENTS

27 July 2008

Xmas in July - Ken Barnes

10 August 2008

Lunch at White Horse Inn with Maitland club - Ashley Farrow

12 August 2008

Mid week run to championship shooting Monarto-K Barnes

17 August 2008

Aust Childhood Toy Museum Cathy and Chris Howes

4,5 & 6 Oct 2008

Campout at Gladstone Gaol and Jamestown Show with vehicle display - Garry & Rhonda Williams.

19 October 2008

Fort Glanville - Graham McRae

25 October 2008

Club annual dinner at Club Marion. Gay Aylett 8381-9665

25 October 2008

Annual Dinner Marion Sports Centre- Gaye Aylett/Bev Dart

16 November 2008

Newmans Nursery/Lobethal Bakery- Gary Williams

7 December 2008

Christmas Picnic- Bean/ Purdie

INVITATION/OTHER CLUBS' EVENTS

22 Sep – 3 Oct 2008

Motorfest

28 September 2008

Bay to Birdwood

29 September 2008

CRC Motorfest Event to Monarto Zoo

26-31 October 2008

Inaugural Dodge Brothers Club Australasia rally at Phillip Island.

27 April—9 May 2009

Peninsulae Parade - Federation Tour

SWAP MEETS

27 July 2008

Angle Park

24 August 2008

Willunga

21 September 2008

Gawler

15-16 November 2008

Bendigo

Wayne Bartlett

Entry Forms etc

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

Disaster Award Candidate



Welcome to our New Members

Robert Ross Parafield Gardens	1938 Plymouth P6	Jonathon Hancock Brinkworth	192x Dodge tourer
Chris Triantafyllou Paradise	1969 Valiant VF VIP	Allan and Margaret Hawkes Brompton	1962 valiant R series
Luis and Veronica Labrin Hillbank	1962 Valiant	Colin and Julie Mansell Mildura	1938 Dodge 1/2 ton pickup

Cover Photo

Ashley Farrow and Margaret Edward's 1950 Dodge Kingsway sedan, photographed at the 2007 run to Kingston House. This vehicle was the late Mike Trengove's last restoration. *Photograph Richard Tapp*

COMING EVENTS

Christmas in July

Sunday 27 July 2008

The Christmas Tree Farm at Chandlers Hill is owned by our son in law and daughter, Wesley & Melanie Saundry and they have made it available for a Christmas in July function to be held as a midday luncheon.

Meet at the clubrooms at 10 am for 10.30 am start for a leisurely drive to the Christmas Tree Farm. There is ample off road

parking available and the function will be held in a large decorated shed, with a hot meal provided (sorry no turkey) and some of Carole's Christmas plum pudding to follow with Norma Hamilton's brandy sauce on top. Tea & coffee supplied and some surprises. All for a cost of approx. \$5 a head, subject to costing and numbers.

BYO drinks, plates, knives and

forks and we hope to supply chairs and tables so we can all sit at the festive board together. Bring your Christmas hats, earrings and anything else to put us all in that Christmas spirit. Before or after lunch have a walk amongst the trees if you want and smell that crisp Christmas tree fragrance.

Ken & Carole Barnes
8293 7923

White Horse Inn Stockman's Buffet with M.A.P.S.

Sunday 10th August 2008

Combined luncheon with members from the Maitland Auto Presentation Society (MAPS) at the White Horse Inn, Port Wakefield Road.

This is a good opportunity to meet Members of MAPS. They are a great group and have a

variety of interesting vehicles. The joint luncheon is becoming an annual event, so we look forward to our Members attending.

Price for a smorgasbord meal will be \$17 per heads, being the seniors rate because of our group booking; children \$12.50 (5-12

years) Definite bookings confirmed with a \$5.00 deposit per person required.

*Ashley Farrow and
Margaret Edwards*
0400 144 399
AH 8341 6661

Muzzle Loading World Champs

Tuesday August 12 2008

A during the week event is planned to go to the Muzzle Loading World Championship that is to be held at the Monarto Rifle Range. One of our members Brian Miles is one of the shooters, representing

Australia not only at this event but also at the American National in Indiana in September later this year. On the Tuesday it will be a practise day but of course some good shooting will be done.

We plan to meet at the

clubrooms at 10.00 am for a 10.30 am departure. You will need to bring a picnic lunch. We are looking for expressions of interest. Any queries?

Ken Barnes
8293 7923

Australian Museum of Childhood

Sunday 17/08/08

This run will suit all ages .The museum is suitable for children as 50% of the toys are hands on fun. Adults will enjoy the trip down memory lane as you see the toys of your youth. Feel free to bring the grandchildren.

Gather at Welland Shopping Centre, Port Road at 9.30 am for

a 10.00 am departure to the museum at 95 Dale Street, Port Adelaide. We have been allocated 10.30 am until 11.30 am at \$4.00 per head.

We will then proceed to Torrens Island board walk to view the dolphins and enjoy lunch.

Morning tea and lunch are BYO. You may wish to explore Port

Market or Semaphore Road after lunch.

Chris and Cathy Howes
8165 3971.

FROM THE COMMITTEE

President's Message



The pub lunch run has just been and as usual it was a terrific success with a great turnout of cars and members. The run to Lyndoch in the Barossa was perfect as an appetite enhancer and the weather could not have been better for us (I want to know how Ross arranged that in advance!). With the silence when the meals were out there obviously were no complaints and we need to thank Ross and Marg for a great day.

And of course not forgetting the inaugural unfurling of the club banner - what we now need is some sort of club song to go with the ceremonial raising of the banner, so if any musical member can suggest anything suitable all suggestions will be considered. While on the way to Lyndoch I started to ponder how things run generally in the club events and have a few thoughts that I would like to put out to everybody and to get their ideas back.

The strength of the club is the diversity of cars and members, from the wooden (and wire) wheelers through the middle 30s-40s on to the classic 50s-80s and finally to moderns. We need to

be careful that runs do not develop into separate groups, obviously with the different cruising speeds there is a tendency for this to happen - but the run is for ALL of the people attending.

While it is natural for the faster cars to reach the destination first it is important to remember that the run is not just the destination - it is the journey, so we should be looking at the faster groups maybe leaving after the slower and breaking the runs into shorter stages with stops at points of interest along the run or tea breaks to allow the group to rejoin and travel together. Any ideas?

However with this comes a responsibility to other road users, a run that has the slower vehicles in it will obviously tend to bunch

up making it almost impossible for other vehicles to get past. For this and to prevent frustration from making people do silly things, (road rage is a real problem), it is good manners to leave a large space between cars so that passing is not so dangerous.

Where it is possible and safe to do so, pulling over to the left to allow cars following to pass is good but do not put yourself or your passengers at risk or allow yourself to be monstered into doing something because of an impatient following driver. Remember getting there safely is the most important thing.

Graham McRae

The inaugural banner raising at Lyndoch; note member saluting on the right. :-)



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Wayne Bartlett, Gil Purdie, Judy Hart, Ross Fleming, Ken and Carole Barnes, Graham McRae, Bill Watson, Trevor and Lorraine Beythien, Garry Williams.

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

Richard Tapp

WEBSITE STATISTICS

	May 2008	June 2008	June 2007
Visits	1,432	1,228	3,430
Pages	3,088	2,869	4,935
Megabytes	3,855	2,542	2,293

FROM THE COMMITTEE

Secretary's Jottings



Once again, the last couple of months have seemingly come and gone so quickly, with the Club calendar now into the second half of 2008. Where has the time gone?

Over the last few months the club has seen some most interesting speakers at recent meetings. This indirectly reflects on the calibre of new club members joining the club and being prepared to not only be on the committee, but to actively arrange club runs and guest speakers.

The club records keeper Judy Hart is one of those longer serving members who is forever setting up a club run, and more so extended Club runs for those

club members enjoying a bit of a bush bash. I refer to the Gawler River run. Keep it up Judy.

While on the subject of Judy, the Club Run to Mt Crawford arranged by Judy was a cracker! The weather was excellent, the crowd was good, the run itself was good. There was some additional entertainment provided (see pic) which for a while was a bit serious, but with Kevin Williams and Dick Hart at the helm of their team, all turned out OK.

Back to the subject of Club Runs, may I express my thanks to the great rollup for the Pub Lunch last month. I had no hassles at all with members registering for

the lunch, or letting me know if they needed to cancel out.

The dining staff had a couple minor hassles at the start, but this soon sorted itself out. Rest assured the 2009 Pub Lunch is on the board.

Good motoring and don't waste that petrol!

Ross Fleming



Federation Meeting Report

21 June 2008

Peninsulae Parade: 103 expressions of interest to date.

Bay to Birdwood Run: 398 entries - low. Need 1500 to be viable.

Motorfest: going ok.

Historic Registration: review is under way.

Old number plates: answers as to cost of retention and whether they should go to auction, vary between registration offices. Federation to follow up and ask for copy of definitive rules.

Transport offices: are now run by ServicesSA, not DTEI.

Marshals' certificates: uncertainty over whether valid

for life or just for 12 months. To be clarified.

MR334: should club authorised officers follow up if recipient doesn't apply for log book within given time? Originally thought to have a life of 3 months. To be clarified.

Survey letter to clubs: only 38 responses received.

Military Vehicle Collectors' Society: question of HVR on club-owned vehicle raised. Have been told to regard club as a member of itself! Different advice given to other clubs. Need to resolve with DTEI. HVRS originally said to be unavailable to corporate bodies. MVCS now in new premises near Edinburgh RAAF Base and other clubs are invited to visit.

Kernewek Lowender: Cavalcade of Cars still on, despite rumours.

All British Day: still on, despite rumours.

Rally or Run?: insurance problem with "rally" terminology. "Run" construed as being for one day, "Rally" for more, but "Tour" preferred. To be raised at AHMF AGM in August - to be taken up with Insurance Council of Australia to establish common usage. In the meantime, clubs should check with their own insurers as to what is acceptable.

Next Meeting: AGM 16/8/08. President and Vice-President to be elected.

Bill Watson

CLUB NOTES

Member Profile - Gary Hiscock

NAME?

Gary Hiscock

WHAT WAS YOUR FIRST CAR?

A Morris Oxford

WHAT IS YOUR CURRENT OLD CAR-CARS AND MODERN?

1960 Royal Wayfarer, 1960 Dodge 2 ton van, 1961 Chrysler Royal sedan, 1962 Dodge Phoenix, 1964 Road Master C/van and a 1974 Dodge tow truck.

WHAT LED TO YOUR INTEREST IN THE CHRYSLER PRODUCT?

Family owned Chryslers forever.

HOW DID YOU FIND OUT ABOUT THE RESTORERS CLUB?

Saw some Chryslers out and about one day and asked if they were in a club.

WHAT YEAR DID YOU JOIN AND WHAT CAR DID YOU HAVE AT THAT TIME ?

Good question, can't remember; my sister (Barbara) is not helping me fill this out. [You joined in 1998 - in 1999 you had a 1954 FJ Holden, 1961 FB Holden and a 1961 Chrysler Royal - Ed (who used to do the membership records.)]

WHERE AND HOW DID YOU FIND YOUR CAR -CARS?

Good eyesight and not afraid to knock on doors and ask.

DID IT-THEY REQUIRE RESTORATION?

Yes and No

HAS ANYONE IN THE CLUB HELPED WITH YOUR PROJECT?

Yes

WHAT IS YOUR AMBITION WITHIN THE CLUB?

To live long enough to finish ALL my projects.

DO YOU THINK YOU WILL**EVER FIND THAT LAST PART YOU ARE LOOKING FOR AND WHAT IS IT - WE MAY BE ABLE TO HELP !**

In a word no, I am looking for some full wheel trims for an AP3 Royal.

WHAT DO YOU FIND IS THE BEST PART OF BEING IN THIS CLUB AND WHY?

The cars and the people - The people and the cars

DO YOU HAVE ANY IDEAS FOR CLUB OUTINGS?

Would like to go back to Torrens Island (quarantine station)

DO YOU HAVE STORY THAT MAY HAVE WON YOU A DISASTER AWARD (ANY STUFF UP WILL DO)? OR DO YOU HAVE A STORY ABOUT ANOTHER CLUB MEMBERS STUFF UP?

I lost the front wheel off the Dodge Phoenix in the main street of Meningie. (not a club run)

FOR THE PARTNER**WHAT DID YOU THINK WHEN YOU WERE TOLD ,I NEED AN OLD CAR TO PLAY WITH?**

Yeah ,go for it.

DO YOU THINK ALL THAT EFFORT HAS BEEN WORTH IT?

Yes.

CAN YOU TELL US OF ANY FUNNY STORY YOU MIGHT HAVE ABOUT THE RESTORATION?

Gary won a disaster award for wearing odd boots to a rigs on the run, run with the Coorong Club.

DO YOU ENJOY GOING ON CLUB RUNS? AND DO YOU HAVE ANY IDEAS FOR SOME CLUB OUTINGS?

YES go back to Meningie for a weekend.

*Wayne Bartlett
... The Profiler*



CLUB NOTES

Library Release

Over time our library has ended up with some surplus books. It has been decided to offer these to our members for their own use or collections. We're doing this by the "Silent Auction" method (as was done with the surplus brochures some three years ago) so that our country and interstate members also get a chance to get in on the act.

There are 20 items available on the accompanying list, all numbered. I have given a rough description as a guide to their condition. Postage will be at the purchaser's expense if required; we will endeavour to get items to the successful bidder by the least expensive method. Or once you have been advised of a successful bid, we can hold the item for a reasonable time until you can pick it up.

Here's what you do, just pick the item (s) you're interested in, send a note to our Secretary Ross Fleming at PO Box 667 Plympton SA 5038 detailing the Item Number & description of your choice by the last mail 31st August 2008. We will contact you if you are the successful bidder and make delivery arrangements. Any questions, give me a call.

Steve Tyler
8261-7971

1. 24 Editions of our magazine "Chrysler Collector" from No 71, Nov 1990 to No 97, Mar/April 1995, with Nos 87, 88 & 96 missing. Some real club history here.
2. "Bullock Tracks and Bitumen" (RAA 1978) By Stuart Nicol. Good cond, The last paragraph is still relevant today, 30 years later.
3. "The History of Holden Since 1917" by Norm Darwin. (1983) Soft cover. Good cond, but pages a bit yellowed. Contains details of bodies supplied for Dodge, De Soto etc.
4. "DYKES Automobile and Gasoline Engine Encyclopedia" 22nd Edition, 1952. Pretty good cond, but not mint.
5. "Plymouth Owners [All Chrysler built cars] Handbook" By Floyd Clymer (1952). Covers all Chrysler, De Soto, Dodge & Plymouth cars from 1935 except V8s. Covers are tatty, but all there & perfectly readable!
6. "Chrysler V-8 Industrial Engines, H-Series Models, Maintenance Manual" (1962, USA) Part No 81-770-7527. Factory Manual covering 318, 361 & 413 engines. Front cover slightly water marked, otherwise excellent cond.
7. Scientific Pubs. VALIANT R to VF Workshop Manual (No 78) 5th re-print, Jan 1977. Cover slightly dowdy, all there & perfectly readable.
8. Gregorys VALIANT R to VF Workshop Manual (No 78) 13th re-print Sept 1989. Very good cond.
9. Scientific VALIANT 6 cyl VH-VH HEMI Workshop Manual (No 52) Re-print of Oct 1978. Good cond, but not mint.
10. Gregorys VALIANT VG-VH Series 6 Cyl. Workshop Manual (No 52) "Limited Print Edition"! Soft cover. Reprint of July 1995. Outside covers good, pages immaculate!
11. Scientific VALIANT J-K Series 6 Cyl Workshop Manual (No 157) 1st Edition December 1977. Covers worn, spine damage, pages inside very good.
12. Scientific VALIANT J-K Series 6 Cyl Workshop Manual (No 152) 1st Edition December 1977. Same as Item 11 above, slightly rougher cond., all there & perfectly readable!
13. Chrysler model identification guide. Inc Valiant R to CL, Centura, Dodge Phoenix & Hillman. Cover worn, pages good.
14. Factory Valiant AP-5/AP-6 Workshop manual. Possibly Part No 2791924. Manilla covers, Well worn, approx 6 pages missing from Body section at back of book.
15. Factory Valiant VC Service Manual. Part No 2791920. (1966) Covers worn, Pages good, possibly 2 pages missing from back of Body section at back of book.
16. Factory Valiant VG Service Manual. Part No 2596938. (1970) Covers missing. Inside pages better than it looks on the outside. Possibly some pages missing at back.
17. Factory HILLMAN HE Series Service Manual. Part No 3542393. (1970) Covers are worn, but pages inside quite good. Appears complete.
18. Factory Chrysler 1976 Service Bulletins. All local products. Part No 4068270. In book form, Approx 210 mm high by 137 mm wide.
19. Factory Chrysler 1977 Service Bulletins. Part No 4068271. Same format as Item 18 above.
20. Factory Chrysler 1978 Service Bulletins. Part No 4152978. Same format as Items 18 & 19 above.

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

2008 All Chrysler Day



9 March 2008

Brenton Gibb has provided some larger photos from All Chrysler Day. Above is part of the club display, right is a Plymouth Barracuda 383 Formula S and below are Brian Miles' 1969 Chrysler Windsor and 1966 Dodge Dart GT.



PAST EVENTS

Willunga Courthouse Museum

13 April 2008

Brenton Gibb also took some photos at the

Willunga Court house run that showed views we didn't see last issue.



PAST EVENTS

Mt Crawford Run

25 May 2008

A beautiful day saw a large number of cars of all ages gather opposite Tea Tree Plaza for the run to Mt Crawford.

We went the logical route, via Inglewood, Kersbrook and Williamstown.

Our destination was the home of Graham and Chris Haggie, from which Graham operates his horse drawn vehicle restoration business.

You can see from the photos that there was plenty of room in the front paddock to park all our cars - perhaps 10 times over!

Graham and Christine took members in groups through their sheds - Graham showing his horse drawn vehicles and workshops and Christine the period clothing they use in 19th century re-enactments.

Those not partaking of the tours, lunched in a very pleasant setting adjacent to their house.

Everyone that I overheard was very impressed about everything - as was I!

A big thank you to Graham and Chris - and to Judy Hart for organising the day.

Richard Tapp

(The following relates to the Mt Crawford Run, but is not actually about the Mt Crawford Run. You will have to read it to understand that distinction.)

18 May 2008

Having gone to the wrong place for the start of the last club run I attended, I read the magazine last night and was pleased to find that my suspicions were warranted - we were **not** starting at CCC but in the car park opposite TTP. What's more, the start time was quite civilised - 10 for 10:30.

So I went to bed but didn't turn on the alarm - as it is set for 6 am.

I woke at 7:45 and thought I could have another half hour of sleep, so I gave the \$11,000 poodle a cuddle (that's another story) and went back to sleep.

Sure enough I woke at 8:15, right on cue, and got up and went about the usual morning activities.

When I was dressed I thought there was time to do a few things before I left. I printed a label onto a Swedish automotive DVD I had copied for the club library and started my computer "re-coding" a DVD (which takes many

many hours) and is thus a good thing to have happening while I am away. These things always take longer than expected (eg I had to replace an ink cartridge in the printer) and by the time I was "set", the time was touch and go for getting to TTP by 10:30 am.

The Chrysler Royal is still under the carport rather than in the garage, so I had to move two cars to get it out. And because of maintenance work being done on King William Road, our street had become a bypass and there was a continual stream of traffic, so it took quite a while to swap the cars around. By now, getting to TTP by 10:30 was decidedly dubious.

Of course, on top of this, the Royal did not actually want to move. The right rear brake is dragging slightly. Royal's with power assisted brakes have twin trailing shoes, which self energise in reverse - so that the slightest forward drag becomes a serious braking effort in reverse ...

Being geographically challenged, and not having the benefit of the SatNav that is built into the Prius I usually drive, I wasn't even sure what was the quickest route to TTP. However, I think the route I took was not bad. As



PAST EVENTS

Mt Crawford Run (ctd)

I got closer to TTP I started to think about all the things I had to do AFTER the club run. The next thing I knew there were a heap of old cars in the car park opposite TTP but I was sailing by and I had missed the entrance to the car park. I pulled into a medical centre car park a short distance down the road and walked back with my camera.

I thought to myself "I haven't seen that car before" as I approached a green 1930s sedan - its a Chevrolet! I don't recognise the person briefing the people. I don't recognise anyone! They are all Chevrolets!

Look at my watch. 10:34. They've gone! How can this be - it must have been very close to 10:30 when I first went past the car park and there were no club cars on the road ahead of me at that time. It doesn't seem possible - but I could remember one occasion when we had all left at the start of a run very promptly - this must have been another of those occasions.

Still I'm in a V8 Chrysler Royal so I will probably be able to catch up with the group on the climb through the hills. Of course, it would have been nice to know what route they were taking ...

Looked at my magazine - glad I brought it - and saw that the first stop was Kersbrook Hotel. Would have been nice to know where Kersbrook was, rather than having some vague idea that it is "up in the hills somewhere".

Anyway, I set off along the Bay to Birdwood route, looking carefully at the signs on side roads in case one said Kersbrook. Sure enough, after Inglewood, there was a sign that indicated a turnoff to Kersbrook and Williamstown ahead, although when I got to the intersection, Kersbrook was not mentioned. Turned anyway - hadn't seen any club cars yet - they had done well up those hills hadn't they - maybe with the rainy weather (did I mention it was raining) there weren't any wooden wheelers. I pushed up the speed a little on the road that was hopefully taking me to Kersbrook.

There were some encouraging indications, in that various signs on properties had reference to Kersbrook. Eventually got to Kersbrook and drove through it looking for the hotel, past an intersection (hope it wasn't down there) and towards the outskirts on the far side - and there it was - The Kersbrook Hotel - without a single

Chrysler vehicle in the car park.

Gutted! Absolutely gutted.

Pulled over and read the next sentence in the magazine notes for the run - which referred to the Williamstown Corner Bakery as an alternative source of food. **Bakery. We never pass a Bakery!** That must be the answer. They have **all** gone to the Williamstown Corner Bakery. Where's Williamstown? Did I mention that I don't have any maps in the Royal yet - at least I don't think I have. There was something unexpected in the glove box when I got out the pen to write up my logbook - but I don't know what it was. (Still don't, as I write.) I thought that Williamstown was probably straight ahead, but as things had started to go wrong (did you say "started?") I decided to go back to that intersection and look at the signs to confirm that Williamstown was straight ahead as I suspected. Yes it was. Another U turn, and set off for Williamstown. Add another 5 mph to the cruising speed, since I had lost some time to the club group, who presumably had not "dicked around" in Kersbrook.

Got to Williamstown, found the Williamstown Corner Bakery. No club cars.



PAST EVENTS

Mt Crawford Run (ctd)

Bugger me!

Pulled over. Things are bad when I pull over. Will I telephone for assistance? Or is there a message here. I started to think again about all the things I had to do before work tomorrow. I decided to go home and start doing some of those things.

I didn't want to go back the way I had came, but didn't know where the road out of Williamstown went - but I went there anyway. (In Kersbrook there had been a sign to Elizabeth - so I couldn't be too far from civilisation - using that expression loosely.)

Before too long there was a sign to Gawler. Then a sign to the Whispering Wall, then Sandy Creek, then the tractor place that Roger Waters (MG

TC V8) used to own - I was firmly back onto roads that I knew.

Along that road, I had another look at the magazine. 23rd May. I remember now. This run was just before my birthday. I am a week early. Again. Silly me. Still the Royal is running OK and Raice had decided not to come and sit outside in the cold and wet. Things could have been worse.

Largely that is the end of this little tale. Except that when I got home, I saw an e-mail from my old mate Chris Carpenter. The subject was "25 May 08". That's a silly subject for an e-mail I thought. Is the e-mail about my birthday?

So I read the e-mail and it was about a scale radio controlled sailplane event

to be held on 25 May 2008. Silly Chris, I thought. He has got his dates wrong. 23rd is a Sunday and therefore 25th is a Tuesday. Still, I will just look at a calendar before sending back a correcting e-mail.

Hmmm - 25th is a Sunday so the magazine date was wrong. Checked back. Judy provided the correct date - of course - and somehow I altered it **from** my birthday to another date.

Silly me.

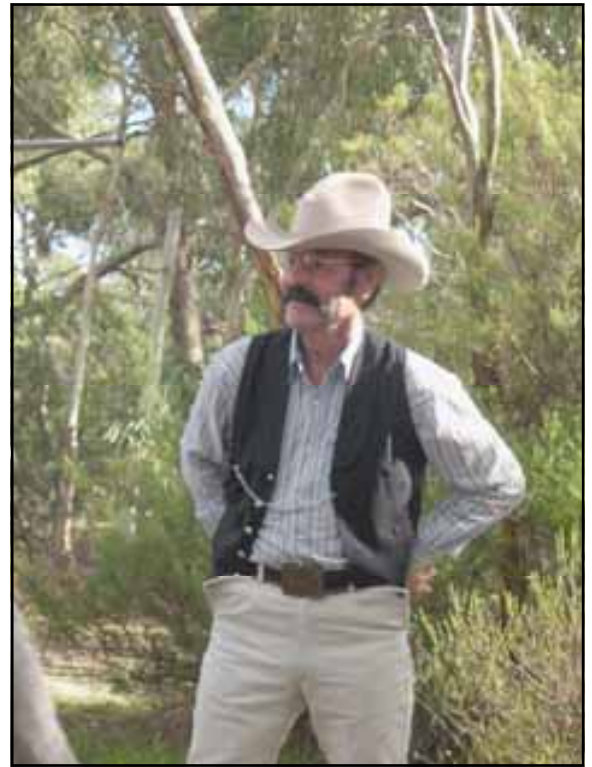
And **now** I will start doing some of those things I need to do ...

Richard Tapp



PAST EVENTS

Mt Crawford Run (ctd)



PAST EVENTS

2008 Pub Lunch

15 June 2008

Oh glorious day! Bright winter sunshine and cool, crisp air without being too cold. A perfect day for a car run, in this case the Pub Rub to Lyndoch.

Obligation demanded my presence in the church choir at 9 am, where I managed to join in two of the three pieces including the Mendelssohn, which was motivation enough not to have put in my apologies in the first place. Lovely stuff!

Last chord sounded, songbook away, down the stairs to the waiting Chrysler conveniently parked right outside and off! I arrived at the Yatala meeting place with ten minutes to spare.

Immediately I was reminded of why I enjoy my infrequent participation in the Club runs so much. Friendly, welcoming folks and a lovely line up of wonderful vehicles to admire. Clarissa must have felt right at home among her Chrysler peer group. I certainly did. I got out my "steam driven" camera and snapped the very nice '36 model parked at the curb.

Before long the rest of the club runners arrived and we set off towards Lyndoch through the hills.

I stuck behind Steve Tyler in his ute and it was great to be part of such an elegant parade. The general public must have been impressed by the sight, while trying to avoid not being held up by it, of course.

Our journey took us through some very pretty countryside and some charming little towns. Mind you, the dams appeared to still be fairly low. At one stage Steve led us on an interesting detour over

Photo: Greg Janzow



Photo: Richard Tapp



PAST EVENTS

2008 Pub Lunch (ctd)

the hills and, what seemed to be, far away from the rest, but we were soon back on track. After a leisurely cruise we arrived at the Lyndoch Hotel.

Out with the camera again and I soon had the film (remember that stuff?) finished off. It is always a relief to put the thing away again.

The Lyndoch Hotel is a fine venue and its restaurant did well to cater for our hungry crowd. The roast was delicious. I was amused to consider that the amount of food on our plates reflected the characteristic of many of our vehicles; high consumption, low performance! The camaraderie

Photo: Greg Janzow



PAST EVENTS

2008 Pub Lunch (ctd)

was great with much of the conversation in the “Car Talk” category, but not all of it.

After lunch, while wondering around, I looked over a vintage Essex parked across the road, nicely presented but rodded. A sticker on the back window stated “Restoring is Boring”! The cheek! After what I’d drooled over in the pub car park I found that statement pretty boring itself! *[On the other side of the back window, but severely faded and in need of restoration, was another sticker, also reproduced opposite, “Restoration - Today’s way of duplicating yesterday’s mistakes. Ed]*

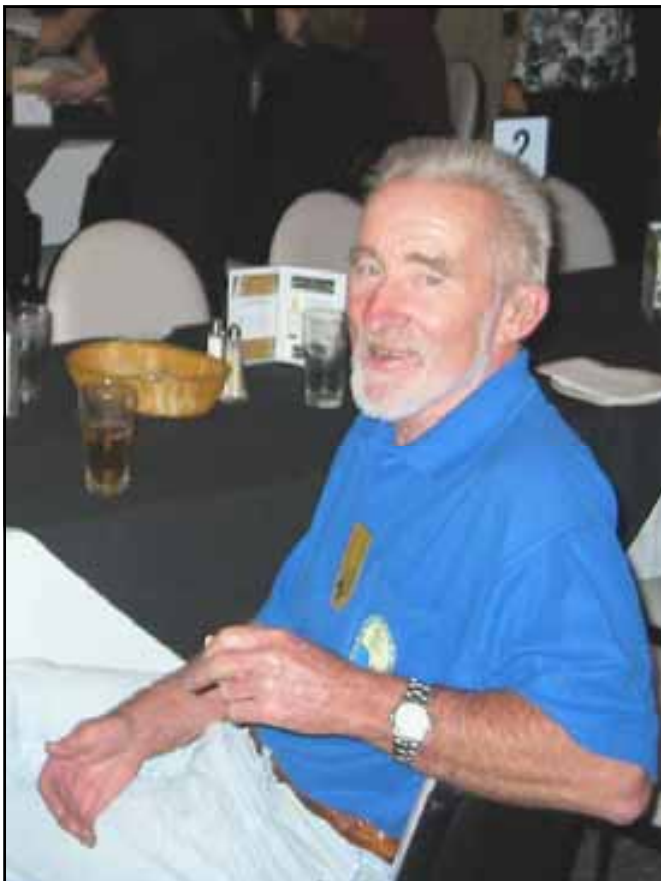
With the festivity apparently coming to an end and the car park emptying, it was just a matter of enjoying a pleasant drive home.

Thanks must go to Ross Fleming and anyone else involved in organising the occasion. A great job! And also to Steve Tyler who always keeps in touch and encouraged me to join in with the mob. Cheers!

Greg Janzow

Below: Alison Pitman-Purdie’s 1925 Maxwell (now with L plates!), David and Julie May’s 1929 Dodge Victory Six buckboard, Dennis and Gwenda Newton’s 1938 Plymouth P6 sedan and Pub Lunch organiser extraordinaire - Ross Fleming

Right: Robert Ross’s 1938 Plymouth P6 sedan, Trevor and Lorraine Kramm’s 1953 Plymouth P23 sedan, Brian and



PAST EVENTS

2008 Pub Lunch (ctd)

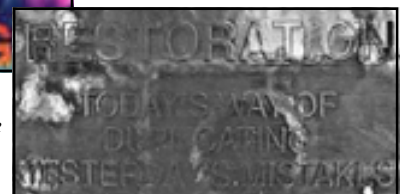
Rosemary Walsh's 1950 Hudson Super 6 [I love this car! - Ed], Lindsay Gibb's 1963 Valiant S series (anchoring the new club banner) with Greg Janzow's 1938 Chrysler C18 behind it, Rex and Gloria Greig's 1971 Valiant VH sedan.

Photos: Richard Tapp



Rodded Essex with sacrilegious stickers on rear window. If you are lucky, you

won't be able to read the one on the right ...



MEMBERS VEHICLES

My Royal Experience

Following my decision to retire from full time employment, I decided I needed a hobby and a social life in a car club.

Through my contact with a mate (Garry Williams) and his involvement with Chrysler Royals and the Chrysler Restorers Club, I took a liking to the Chrysler Royal.

I had previously restored an EH Holden and enjoyed the classic car lifestyle. I had been keeping an eye on the papers and the internet and one came up in Melbourne. It was a 1957 AP1 6 cylinder; it had been advertised for a while so I decided to make contact with the owner.

After emailing several photos and an agreement on price I thought it was time to have a look. In October 07 my wife and I set off for Casterton in Victoria where I have a good mate who has a sound mechanical knowledge and quite an extensive collection of vintage tractors. I thought he would be good for a second opinion when looking at the Royal.

We set off early next morning for Melbourne and on arriving at the address I was quite happy at what was to offer, We both had a good look over the car and took it for a good drive and left it feeling confident, without making a firm decision.

We returned home and it only took a couple of days to make the decision to buy it. A payment was made and I arranged to have it trucked home, the owner offering to deliver it to the arranged company.

The first hiccup came when I received a phone call from the trucking company to say they were unable to load it on the agreed load because of handbrake problems but could place it on a lower deck if I agreed to pay a little more.

When I took delivery of the car I found that the transmission was leaking hence the handbrake problem. This was OK in Melbourne so I am a bit suspicious of their loading practises. I was able to get it through an inspection to transfer the registration to SA and took it to Norwood Automatics at Thebarton, with whom I have had prior dealings.

On investigation they found that a past repair to the extension housing had been fractured causing a loss of fluid. Thanks to the help of a club member (Chris Howes) I was able to purchase one (a carton of his favourite beer as payment) and this was replaced. I thought that was all behind me.

A couple of jobs to be done at my local mechanic and I was beginning to make some headway, until a further problem arose with the transmission and returning to the Norwood Automatics I was informed I should look at rebuilding the transmission. A suggestion was made to source out another trans and with a few new parts, make one out of the two.

Car Club members Brenton Hamilton knew of one, so with the help of Brenton and Garry Williams, we pulled the trans out of a wrecked Royal ute and we are in business. By this stage it was

January 08 and I have only driven this car about 10 kms!

Things could only get better, I thought if this doesn't soon start to come my way, I will be looking for somewhere to live, as my wife was wondering if this is what classic cars are all about.

The work on the transmission was complete, then back to the mechanic for some final touches and I was able to say, after a purchase in November, my first run was going to be to Willunga. I decided to leave a bit early on the day to top up with fuel and found a loss of power due to what seemed to be a fuel problem. We returned home and went on the run in my modern car!

I had the carby rekitted and our first official outing with the car was the Mount Crawford run last month. We are now looking forward to spending quality time in the club and many more runs and outings.

We would again like to thank the Club and its very helpful members who have assisted in getting us up and running: Garry Williams, Chris Howes and Brenton Hamilton. Without their help and sourcing of parts, we would have been struggling.

Ellen & Bob Haywood



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



CHRYSLER RESTORERS

Walter Percy

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

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

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

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

Listed below are the styles and prices that are available.

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

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

Lorraine Beythien

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

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

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

FULL NAME (print clearly)..... Price.....

2nd badge name..... Price.....

3rd badge name..... Price.....

4th badge name..... Price.....

5th badge name..... Price.....

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

Recommendation via M.A.P.S. N & J Gaskets of Brisbane have the dies for gaskets for Dodges from about 1916 - 1927. A full set of gaskets for the Graham Bros truck recently cost \$66.55 plus \$20 postage. sales@njgaskets.com

1924 Dodge 4 radiator (core and surround), full bonnet, rear wheel bearing, king pin, splash guard etc, Maurie 8449 6389

2 x timing chains, 48 link centre guide, half inch pitch, 1 inch wide brand new, suit most side valve engines of 1930s-60s \$125 each; also serviceable gearbox suit 70B-G-F and 72 models, \$50 plus freight, Doug Marchant 8684 5000 (Pt Lincoln)

1935 Plymouth PJ engine block and various parts, 1937 P4 motor and 1938 P6 motor. Make offers, Graham Bailey 0419 294 052

1937 Dodge 4 Door Sedan, dismantled but according to the owner it was all there when stored some time ago and it appears to be all there, will need complete restoration but body appears quite straight and reasonably rust free. This was the first all steel TJ Richards body. Grill has been bent a bit and the motor has had a piston ring break and come up the side of the piston scoring the bore. Asking about \$2,000 but definitely negotiable so all offers considered, a good project for a 71 year old car, Andre Dolphin (08) 8240 4660

1939 Plymouth sedan, original 6, runs and drives, brakes done, two tone paint, black over gold sides, also includes 245 hemi/auto, Valiant diff and other parts if required. No rego, great family car, restore or rod, \$9,000 ono 00437 315 982. Car has SA plates but is in Castlemaine Victoria and has been viewed by Ron and Jan van Rhoda 8381 5424

Dodge 6 cylinder engines, 3 x 23½" closed engines, 2 x 25½" closed engines, 1 x 25½" block and pistons; also 1 x truck gearbox fits 23½" engine, 1 x car gearbox fits 23½" engine. Trevor Kelly 8391 2685

Rare 1946 Dodge ute [VVP-165], DD1-16, neat and tidy, recon most including Kew motor 4,000 km, safety and comfort mods, tonneau, lots of spares, \$9,500 ono Brian Materne (club member) 8755 3028 (Keith)

Give away 1947 Chev truck, pretty rough, Brian Walsh 8391 0118

2 x 6.50x16 cross ply tyres (new), never been on the road, \$70 for both. Bob Haywood 0407 601 803

1955 Austin A30, restored and in excellent condition, on historic reg, \$4,900 ono Les Johnson. (see pic)

AP2 Chrysler Royal ute, AP2-4F-17, rolling ute, no front clip, motor, gearbox or tailgate; AP3 Chrysler Royal sedan, no ID, body is fair, no motor but Torque-Flite and dif; AP3 Chrysler Royal ute AP3-2F-576 engine 1676329, V8 motor, no gearbox, no starter, front guards off but in tray with another front pair plus sundries, no tailgate, glass is complete, mesh sunvisor. Could make 1 good utility out of the lot. Also Chrysler Royal V8 motor, engine number 1676320 complete with TorqyeFlite, has starter and has alternator replacing generator. Prefer to be sold as a job lot. Inquiries Brenton Hamilton 8387 0419

Slant Six parts, reconditioned head suitable for gas and unleaded never been used, cost \$450 will sell for \$300, receipt available; block including crank, cam, sump, con rods, pistons, pushrods, suit rebuild \$100 ono; standard bore ring kit \$50. Julian 0413 335 220

AP6 ute, manual trans, needs restoration, located in Millicent, \$1,000 ono, via Steve Tyler 8261 7971

2 hemi engines plus bits and pieces, Graham Hissey, Birdwood, 8568 5207

1976 Valiant Ranger sedan, 245 manual, dark metallic bronze, cream vinyl roof, 2 owners, good condition for age, reg to Sep 08, \$2,000 ono Brian Mooney 0403 900 749

CL Valiant grill plus 2 nose cones, Brian Walsh 8391 0118

Workshop manual for Peugeot 403, 403B and 404, good condition, Scientific Publication, \$10, Bill Watson 8264 6355

Model car collection, 170 vehicles (some rare) including Matchbox, Hot Wheels, Corgi, Majorette & others, all in excellent condition. Also 13 boxed Yesteryear Matchbox. Prefer to sell as a whole collection for \$500 ono but will separate if necessary. Geoff Glynn-Roe Ph 8264-7264

Drill press, Steve Tyler 8261 7971

WANTED

Speedo for 1927 Whippet, Brenton Gibb 0432 665 383

Old style hand pump petrol bowsers and enamel signs to decorate a motoring enthusiast's garage. Ian Oates 0429 001 910 (per Gil Purdie)

1957-58 Chrysler Royal, manual, flat 6, prefer restored or 80% completed, cash for right car, Kev Male 0428 821 729

Push button heater and push button radio for R series Valiant Allan 0416 230 629

Complete under dash air con unit for 245 hemi, Gary Hiscock 8575 1882

Driver / Passenger to share fun and expenses to Dodge Brothers Club inaugural Rally at Phillip Island. Vic. 1929 Dodge Victory Six and 1922 Dodge 4 Roadster Leaving Adelaide Friday 24/10/08 returning Sunday 2/11/08. Travelling with other Dodge Members. For more info Ph. Gil Purdie 8359 0470ah. or 0419 034 951. gandapurdie@bigpond.com



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