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THE CHRYSLER COLLECTOR

Number 184

September / October 2009

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:	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093.....	8263 5416
Vice President:	Trevor Beythien, 6 Manley Cct, West Lakes Shore 5020	0409 096 070 8449 8905
Secretary:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044.....	ah 8295 2615
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
Runs Coordinator:	Brenton Gibb, 18 Caroon Avenue, Para Hills 5096.....	8263 2908
M/ship Vehicle Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Historic Vehicle Registrars:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Committee:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
-	Garry Williams, 11A Wisdom Street, Seaton 5023.....	ah 8353 0027
-	Bob Haywood, 2 Rosemary Street, Woodville West 5011	8268 3508
-	Greg Lind, 56 Currawong Crescent, Modbury Heights 5094	ah 8263 6998
Federation Rep:	Bill Watson, 431 Wright Road, Valley View 5093	ah 8264 6355
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034.....	8293 7923
Historic South:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	8381 9665
Vehicle South:	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
Assessors: Central:	Garry Williams, 11A Wisdom Street, Seaton 5023.....	ah 8353 0027
North:	Wayne Bartlett, 21 Severn Court, Para Hills 5096.....	0408 829 605
North:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168.....	8386 2931
Catering Coordinator:	Rhonda Williams, 11A Wisdom Street, Seaton 5023	ah 8353 0027
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 the magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 30 October 2009. Corrections/amendments until Sunday 1 November 2009. 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

14 October 2009

General Meeting

21 October 2009

Committee Meeting

11 November 2009

Annual General Meeting

9 December 2009

Christmas Meeting

CLUB RUNS / EVENTS

21 Sep 2009 (Monday!)

Hans Heyesen Studio / Melba's
Chocolate Factory - Lindsay Gibb

29 Sep - 10 Oct 2009

Limestone Coast Discovery Tour -
Roy and Norma Schopp

4 October 2009

Lobethal Historic Grand Prix Event

16, 17, 18 October 2009

Towitta Bushwackers Camp-out
(Graham Bailey)

31 October 2009

Annual Presentation Dinner at the
Bartley Tavern West Lakes.

Dress is: Op Shop Formal.

15 November 2009

CCC run hosted by Vauxhall Club

6 December 2009

Club Christmas Picnic lunch

16 - 18 April 2010

Stansbury and Port Vincent
Wooden & Classic Boats Regatta.
More information David May.
8265 3278 (12 sites booked at
caravan park / 8 taken)

INVITATION/OTHER CLUBS' EVENTS

18 - 20 September 2009

Rock and Roll Festival, Victor
Harbor

19 September 2009

Deniliquin Collector's Club Spring
Rally.

21 Sep - 2 Oct 2009

Cruising Classics, 9 different runs,
all age vehicles welcome. Entry
forms available from Brenton Gibb.

27 Sep 2009

Bay to Birdwood Classic, vehicles
built between 1956 & Dec 1977.

4 October 2009

Edinburgh Gala Show n Shine.

9 - 11 October 2009

Maryborough & District Historical
Vehicle Club Rally, entry forms
available from Brenton Gibb,
entries close on 18th September

25 October 2009

Down Under London to Brighton
Run. For Veteran Cars & Motor
cycles. Assemble at London Rd,
Mile End For a short Ceremony
before a 10 am start. Entry Form
Available.

SWAP MEETS

<http://www.bevenyoung.com.au/car.htm#sa>

20 September 2009

Gawler

18 October 2009 (updated)

Strathalbyn

1 November 2009

Lockleys

15 November 2009

Bendigo

Brenton Gibb

Entry Forms etc

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

2009 Christmas Picnic

Sunday 6th December 2009

2009's annual Christmas picnic will be held
in the same venue as last year, at Beefacres
Reserve, near the Darley Road Bridge. As-
semble at 10.30 am at the CRC clubrooms
for an 11.00 am departure.

Chicken lunch, plates, cutlery, serviettes
and Christmas gifts for children under 12
years old who attend will be provided by
CRC. Please bring your own chairs, tables

and drinks.

Cost per family is \$10 or \$5 for a single.

Members please bring a large salad or
sweets to share.

Father Christmas will visit during the after-
noon. There will be a list circulating at the
Sept, Oct & Nov meetings. If you don't
attend the meetings please ring with num-
bers for lunch and children's names, sex and

ages to allow time for purchasing & wrap-
ping of gifts. Please let us know all details
by the 11 November, 2009.

**(PLEASE NOTE THAT GIFTS WILL ONLY BE
GIVEN TO THE CHILDREN WHO ARE
LISTED AND WHO ATTEND ON THE DAY.)**

Sharon Gibb

Home: 82632908

Email: bskamgibb@adam.com.au

Welcome to our New Members

Peter Bryant

1969 MG B

Walter and Yvonne Dawson 1979 Chrysler CM
Strathalbyn

Colonel Light Gardens

Dean and Jillian Davis

1959 Ford Prefect

Paul and Amanda Hession

Findon

Tweed Heads NSW

1970 Valiant VG coupe

Cover Photo

Richard and Raice Tapp's 1929 Plymouth U series roadster photographed at the St Kilda Tram Museum run in
2006. *Photograph: Richard Tapp*

COMING EVENTS

Friendship, Art & Fine Chocolates

Monday 21 September 2009
(This is the start of the Cruising Classics Events)

Meet at the CCC Clubrooms for a 10.30 am departure to the picturesque township of Hahndorf to visit the Sir Hans Heysen Art Studios.

A delicious lunch comprising of hot soup, a variety of freshly made sandwiches, cakes and tea or coffee is provided in the cost.

After lunch it's a short trip to Woodside for a visit to Melba's Chocolate Factory. The cost of the day is \$19.00

per person all inclusive.

Entry forms for this run are available from Brenton Gibb and must be returned to the Cruising Classics Director along with payment.

Lindsay Gibb
8263 5416

Limestone Coast Discovery Tour

29 Sep - 10 Oct 2009

There are about a dozen starters so far - more are welcome.

Planning is under way, and the 12 day trip will commence on Tuesday, 29th September, so it doesn't clash with the Birdwood Classic.

Meeting place will be Meningie, where we also plan to get together with the local car club. From there we'll wander down the Limestone Coast, visiting places of interest along the way, and

meeting other car clubs, if possible.

We plan to go south as far as Mt. Gambier, then across to Nelson and up to Little Desert National Park, before returning via Naracoorte and Bordertown, then coming back to the coast for the final run home. We will keep off the busy highways as much as possible; we will experience a mixture of sealed and unsealed roads, but all suitable for two-wheel drive vehicles. Total distance approx. 1,500 - 1,600 kms.

Most overnight stops will have powered and unpowered sites available - each vehicle will need to be self-sufficient for accommodation (van, tent etc.) and food.

We're also hoping to include a couple of "different" overnight stops in the itinerary.

Enquiries and names to:

Roy & Norma Schopp
8862 1854

Towitta Bushwackers Camp-out

16th, 17th, 18th October

Towitta Bushwackers Camp-out with departures on both Friday & Saturday outside 1351 Grand Junction Rd Hope

Valley. This is predominantly over dirt roads and in an old fashioned self sufficient way. At Towitta we have access to toilets & a kitchen (no showers) Cost is \$120.00 to be shared

between entrants. For more information ring:

Graham Bailey
8264 2261 / 0419 294 052

Fire Station Visit

Sunday 18 Oct 2009

Meet at the CCC club rooms, Clark Ave Glandore, at 9 am for a 9:30 am departure to the Metropolitan Fire

Service Headquarters, Wakefield St Adelaide.

Arrive at Fire Station at 10 am for tours of the Fire station facilities to start at 10-30 am.

Lunch will be from 12 noon in the Station's rear yard.

Garry Williams
8353 0027

Lobethal Historic Grand Prix Carnival

Sunday 4 October 2009

Lobethal Historic Grand Prix Carnival. Roads closed surrounding the event between 12.30 to 4 pm.

Have requested a block of reserved

parking at the recreational oval with just a short walk to the main pit area in the main street. Sunday markets also open.

BYO food, drinks & chairs. Meet at

civic park (opp. Tea Tree Plaza) 9.30 for 10 am departure. Need to know exact number for parking.

Brenton Gibb
82632908

2009 Combined Car Clubs Run

Sunday 15 November 2009

Hosted by the Vauxhall Club

This run is to a private air display at Palmer up in the hills where a 2/3 scale Spitfire + numerous other planes will be on display.

Please note this is a BYO food, drinks

and chairs event with some under cover area available.

More information on the start time and location will be provided later. Brenton Gibb.

Brenton Gibb
82632908



FROM THE COMMITTEE

President's Message



Spring time brings a flurry of activity for enthusiasts of old cars, more daylight to fix 'em, better conditions to drive 'em, and more outings to enjoy 'em, so don't hold back.

The Bay to Birdwood Classic entries have closed with an extended quota of 1800 vehicles. The events surrounding it have also been very well supported. I hope our members got in early as I believe some 140 were turned away. This is disappointing, but it is good to see the enthusiasm so strong. With that number of entrants the mind boggles as to why the authorities (Police and Government) have decided to leave the Hills route a two way road. With numerous slow moving vehicles such as old fire engines and commercials, plus the possibility of a breakdown or two the run could be quite hazardous.

Only time will tell but I hope patience prevails as I fear it could affect the event in the future.

Bookings for our annual awards dinner at the "Bartley" on 31 October 31 are filling quickly, and the new venue sounds great. With seating limited to just 100 and a mouth watering menu it will sell out real soon. Better contact Lorraine Beythien to secure a seat, and "good luck".

It will shortly be nomination time for next year's management committee, so get your thought process in action. If you believe you can contribute something worthwhile to the Club then put your name on the nomination form which will be out soon. All current positions will be vacant at the AGM in February 2010.

The 2010 club calendar photo shoot at Darroch House was a huge success. With a generous array of cars in magnificent surrounds the finished product will certainly be in demand. Darroch House is the home of Bowen Family Funerals and the hospitality which the Bowen family offered us was superb. It was nice to visit a funeral house because you wanted to, rather than because you had to.

The picnic lunch that followed was a wind swept affair but I noticed a bakery on North East Road did quite well from those seeking refuge from the wind. Many thanks to photographers Richard Tapp and Bob Haywood for getting us through in such short time.

Having recently returned from Renmark with some of the organising committee of the 2010 National Tour, I must say I am really excited about the event. Most of the planning is in place, and the co-operation from the

Riverland Community is tremendous. Trevor and Lorraine are to be congratulated for their effort and attention to detail. The accommodation is being swept up by the early bird interstate visitors, so I encourage anyone from our membership who are considering the event to put pen to paper pretty soon.



I am relieved to announce the Christmas picnic is to continue as previous. Sharon Gibb, family and friends have volunteered to take up the challenge with help from Gil Purdie and Co. More details elsewhere in the magazine.

Many of our members have been shocked and saddened by the sudden and unexpected passing last month of our esteemed member Bruce "Chip" Thomas. Our sympathy, thoughts and prayers are extended to Fran and his family during this difficult period.

Farewell Chip, you will be sorely missed.

Lindsay Gibb

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Sharon Gibb, Judy Hart, Lindsay Gibb, Roy and Norma Schopp, Graham Bailey, Garry Williams, Bill Watson, Ross Fleming, Julian duBois, Allan Kempster, Alan Driver, Brian Miles, Trevor and Lorraine Beythien, Bill Lorimer, Les Sonter and Phil Bakker.

Our thanks to the magazine despatch team, being Cathy Woods, Judy Hart and Chris Howes.

WEBSITE STATISTICS

	July 2009	30 Aug 2009	Aug 2008
Visits	918	1,052	1,209
Pages	1,444	1,600	2,055
Megabytes	2,902	3,127	2,195

Statistics exclude photos and videos.

CLUB NOTES

Federation Meeting Report



Federation Annual General Meeting

15 August 2009

Club Citroen application to join tabled. **Holden Torana Club** elected to membership.

RAA survey: 52 replies. Approx. 80% of our members are RAA members.

HVRS: Please keep return sheets in numerical order.

Code of Practice: has NOT been re-written. Review still circulating, slows down every time there is a query from club members. **Repeat: enquiries MUST be directed to Federation, not D T E I o r**

Minister. Every query is charged against the scheme at about \$115 per hour, leading to an increase in fees and further delay in release of review. Special Interest Vehicles Group is not the problem, Federation members are.

Old registration plates must be returned, on pain of \$2,000 fine, unless Dept is persuaded that seasonal registration is used.

Variations: onus is on owner to prove acceptability of variations. Federation can recommend, but DTEI often rejects anyway.

Website: nearly all in order.

Bay to Birdwood Classic: 1750 entries attained.

Cruising Classics: all events filling up except Drive-In Night (only 33 entries). Please push.

Raceway: meeting (nothing to do with Federation) to be held at

2.00 pm on 23 August in Freemasons Hall, Lipson St, Port Adelaide, re setting up raceway for "hoon" drivers.

Contaminated fuel: report of engine damage in Melbourne because of this.

AGM: President reported Federation represents about 130 clubs, 15,000 people, and almost 11,000 vehicles are on HVRS. Bay to Birdwood Run will be 30 years old next year. AHMF AGM will be in Alice Springs 19-20/9/09. President and Vice-President attending.

Reminder re **Vehicle Drive It Day** on 1 September.

Election of officers: Alan Pickering & David Searles elected for second terms as Secretary and Treasurer respectively.

Bill Watson

From the Floor

Well, it is trying to get some warm warmer weather, with lawn mowers running around trying to tidy up the long grass.

On the down side the Hills area seem to be inundated with the



longest grass and the most grass. Lets hope it is removed before summer!

During the last couple of months once again we bumped into our worthy President Lindsay out and about! I am a member or the Westward Ho Golf Club and regularly attend a monthly Cabaret. Surprise Surprise. A gentle tap on the shoulder from

the president on the next table! His group provided some lively entertainment by way of older dance brackets. Our lively and happy President also restores Valiants and cuts a mean figure on the dance floor.

A good night thank you Lindsay, Appears the Bay to Birdwood Classic may be booked out this year. If this is the case then it represents good news for those organising both the event and the activities before and after. For myself we have the Bi Annual National Simca Rally in the Riverland. This year the car does the complete run (no towing) – should be interesting.

Once again where has all the time gone?

A snippet of info for those Chrysler PT Cruiser fans. These vehicles are to be manufactured in Mexico.

I missed the parting of Chip Thomas from our ranks. The short description "One of natures true gentleman" applies to Chip'. Despite being a busy man, he helped where he could and supported the club where he could.

Cheers, and happy restoring to all.

Ross Fleming

CLUB NOTES

Member Profile — Julian DuBois

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

Well I'm a full time chef at the OG Hotel and I drive a white AP5 that constantly seems to need money spent on it or it's just me being pedantic. I can't tell which!

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

Well my farther and mother have been members since I can remember.

DID YOU KNOW ANYONE IN THE CLUB?

Well my mum and dad and their friends.

WHAT YEAR DID YOU JOIN THE CLUB?

I formally joined myself several years ago.

WHAT CAME FIRST THE CAR OR THE CLUB?

Probably the club

WHERE AND HOW DID YOU FIND YOUR CAR?

I spent about six months searching and found the car in The Trader

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

Well I didn't think it needed restoring but since purchase I've rebuilt engine, gearbox, changed diffs and begun some internal work as well.

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

Not so far.

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

Lets just say don't attempt to remove a bonnet by your self.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

Yes I would love to do more but unfortunately working weekends constantly gets in the way.

WHAT IS YOUR AMBITION IN THE CLUB?

I would love to attend more events, get a hand finishing dad's Chrysler and help attract some members my own age.

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

Well I've probably got a few but I'll leave the telling to one night around the camp fire.

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

Never

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

Most of all I just liked to see dad having a few drinks with his mate's

and enjoying himself.

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

Would be great to have few runs that don't start so early in the morning.

FOR THE LADIES:

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

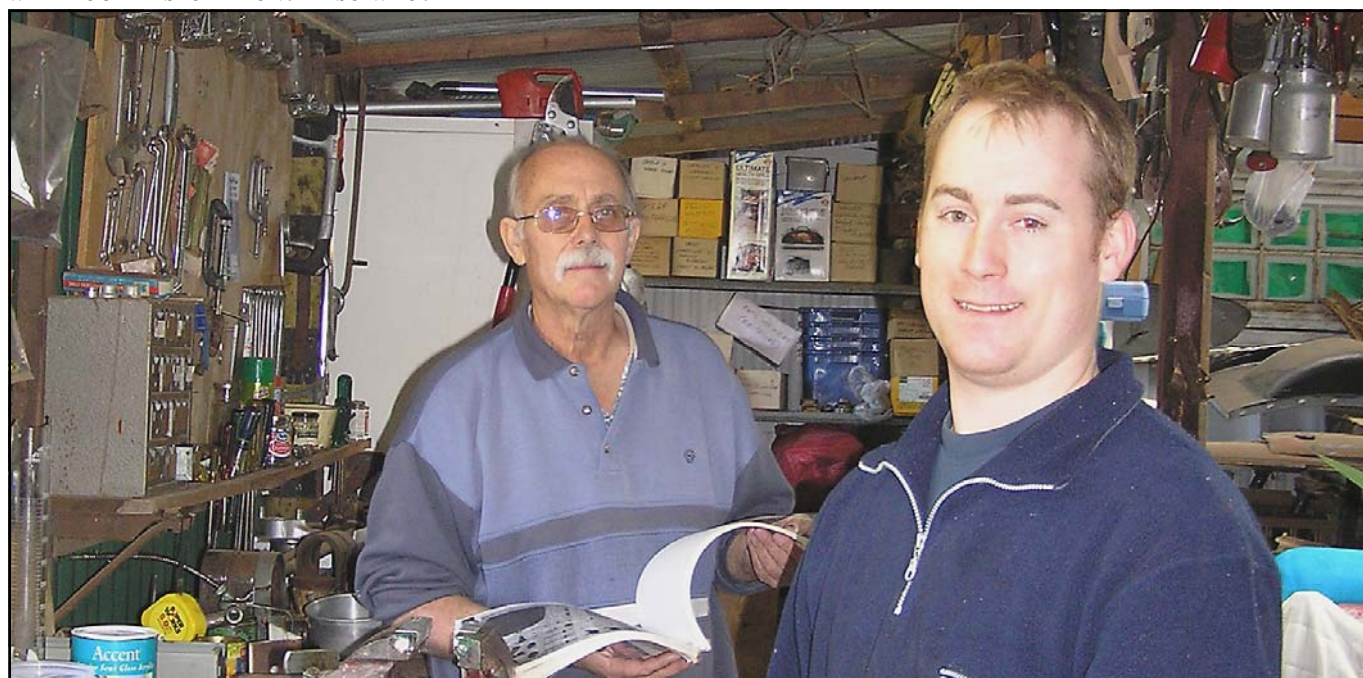
As Julian's mum I could see from an early age that Julian would follow in his father's footsteps. I wasn't at all surprised when Jules arrived home one day with his AP5 Valiant and it's nice to see Malcolm's spirit live on in his son. There is still lots of car "stuff" in my two garages and I know that I'd endure a fate worse than death if I ever got rid of it. (I'd love to shift it all to Jules' garage but it's just not BIGGGGG enough!)

HAS HIS EFFORT BEEN WORTH IT?

Yes, Jules really enjoys his car despite the fact that he has had to spend so much money on it. It's just a pity he has to work weekends and can't enjoy the runs.

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

Never, ever, ever. Malcolm never did!



CLUB NOTES

Club Notes

CHIP THOMAS

Fran would like to thank members who sent condolences. Bruce Thomas is due out in late September / early October to deal with Chip's motor vehicles. Any queries in the interim can be directed to Alan Kempster 8562 8651

Alan Kempster

2010 FEES

Clause 19 of the Constitution requires that a proposal to increase membership fees be tabled at a General Meeting at least 14 days before the General Meeting at which the proposal is to be considered.

This will be done, but as not all

members are able to attend meetings, notice is also being given in the magazine:

The current and proposed fees are as follows:

	Current	Proposed
Metro single	\$25	\$30
Metro family	\$30	\$35
Country single	\$17.50	\$20
Country family	\$20	\$25

Alan Driver

CASH FOR CLUNKERS

If my body were a car ... this is the time I would be thinking about trading it in for a newer model.

I've got bumps and dents and scratches in my finish, and my paint job is getting a little dull. My headlights are out of focus, and it's especially hard to see things up close. My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather. My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed.

But here's the worst of it -- almost every time I sneeze, cough or laugh, either my radiator leaks or my exhaust backfires.

AnonyMiles

Chrysler National Tour 2010

WHAT IS A TOUR OR RALLY?

In the last "Chrysler Collector" you would have received an entry form for the National Tour. Many members have been on several tours/rallies and know what it's about, BUT for the newer members of our club you may be wondering exactly what it is.

Every three years, each of the Chrysler Restorers Clubs of Aust (NSW, VIC & SA), gather somewhere, within one of the three states. Last time NSW hosted it in Canberra, three years before, Victoria hosted it in Geelong. We gather to talk to other people with the same interests and swap information. Sometimes you might hear of

just the part you have been looking for or you may see another vehicle which you didn't know existed. Of course you also make a lot of new friends and get to know the interstate members.

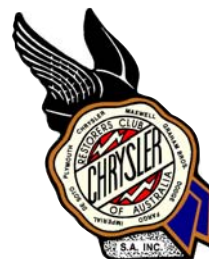
The tour is run on a tri state basis, which means each State takes it in turn every three years. In 2010 South Australian is the host state. Each day we have short runs to places of interest and at night we gather together for socializing and some entertainment.

The first day (Monday) will be a sign on day. This is where you gather and pick up a tour bag full of goodies and the itinerary for the weeks activities and any shirts etc you may have ordered. (Order forms for shirts and

meals will be sent to everyone who enters the tour.) That night the host State has a welcome dinner. You are introduced Tour Committee and helpers and get to know the people who will be with you all week.

Book your holidays and come along for a great week. Remember the accommodation is allotted as entries are received. If you have any questions please contact the Tour Directors:

Trevor & Lorraine Beythien
(08) 8449 8905



PAST EVENTS

Gawler VV&VC 25th Anniversary Run

7 July 2009

This event started at Globe Darby Park before proceeding to Vigara Winery at Angle Vale, where there were food stalls and wine tasting.

Photos clockwise: Brian Robert's 1925 Dodge Brothers buckboard, Bernard and Jeanette O'Toole's 1929 Dodge DA tourer, Norman and Judy Matthews 1955 Plymouth P25,

circa 1928 Dodge Brothers Six, 1949 Hudson Commodore 6, 1963 Dodge Phoenix TD2.

Photos: Bill Lorimer



PAST EVENTS

Joint Run with MAPS to Hamley Bridge

19 July 2009

Photos clockwise: Trevor and Kathleen Bean's 1952 Plymouth Cranbrook P23, Alan Kempster's 1965 Dodge Phoenix, Barry and Doris Tapscott's 1940 Dodge D15D, Derek Birken's VK Valiant Ranger, Mike and Mary Osborne's new Bristol 409 (with

Chrysler engine and transmission) and a rather distinctive 1955 Nash Statesman Super.

Did you know that in 1954 Nash acquired Hudson and formed AMC. In 1970 AMC acquired Kaiser Jeep (the descendant of Willys-Overland Motors, of which Walter P Chrysler had been Manager during 1920 and 1921). It was WPC's inability to wrest

control of Willys Overland from John Willys in 1921 that led to him moving to Maxwell and the formation of Chrysler Corporation. AMC was ultimately acquired by Chrysler Corporation in 1987. The circle closed.

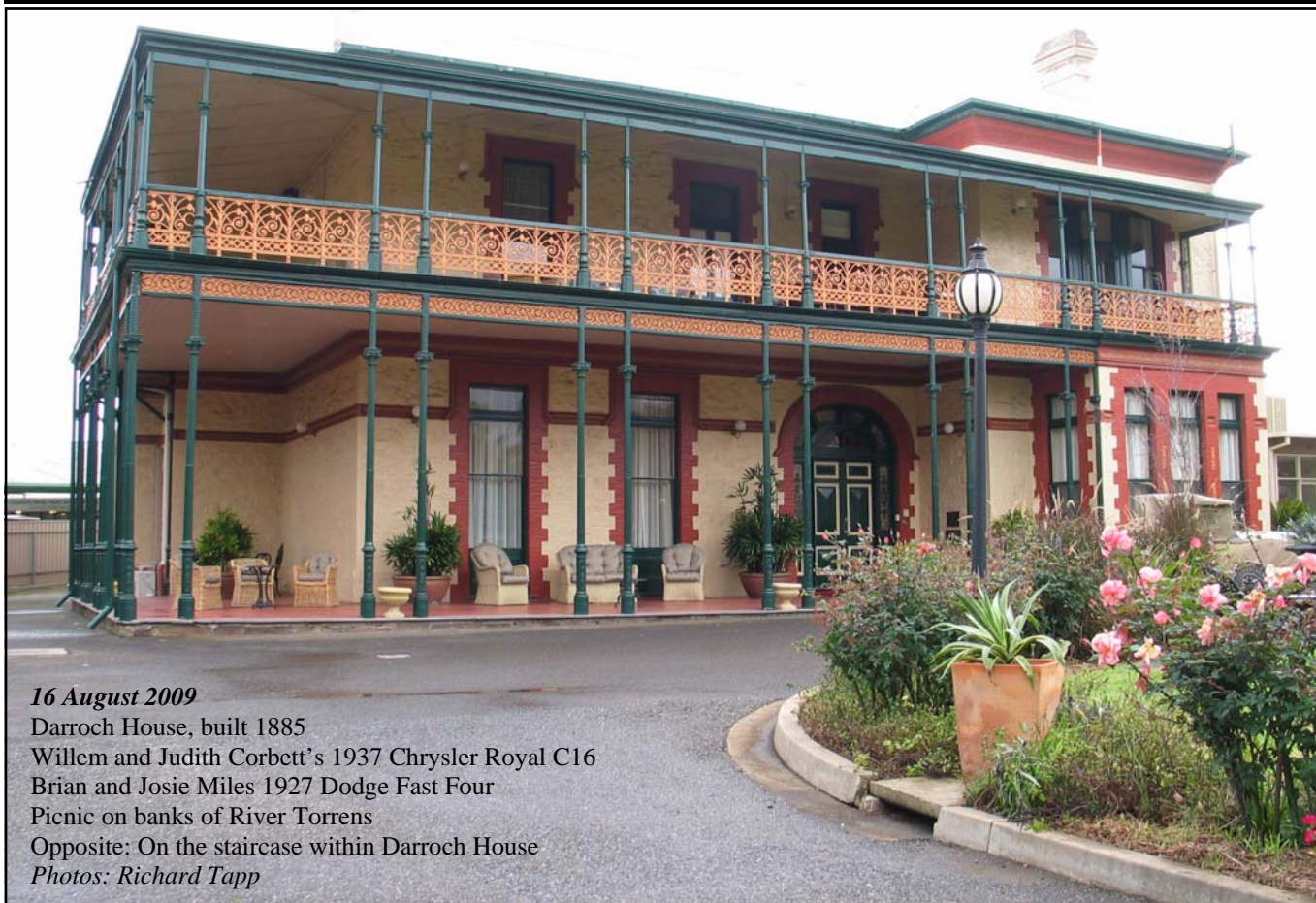
Isn't it lucky that Mike Osborne has a pair of Alvis's and one Bristol — rather than the other way around!

Photos - Richard Tapp



PAST EVENTS

Darroch House, Felixstow



PAST EVENTS

Darroch House, Felixstow (ctd)



RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine

This extremely rare automobile was first noticed in Eddie Fords Custom Rodder Magazine publication No.14 way back in 1972 (see page extract below) and it was situated in a huge wrecking yard at Albany Creek on the outskirts of Brisbane affectionately known as Vintage Tin National Park.



This wrecking yard was owned and run by an elderly gentleman by the name of Walter Ireland, an aggressive kind of man not by nature but simply because of some criminal element that used to steal parts from the yard during the day then throw them over the high barbed wire fence then return in the cover of darkness and collect the parts, this was discovered one night when Walter would send a boundary rider to skirt the perimeter on a trail bike, one night he noticed something shining in the moonlight deep in the grass, an inspection revealing several chrome parts and other bits and pieces from a Packard and Studebaker.

The stealing of parts continued on numerous occasions to the extent that eventually the owner forbid anyone to walk through the yard without an escort, anyone seeking parts were all told the same story come back in two or three days time and they will be ready to be picked up no matter where you came from, local, interstate, New Zealand, overseas, the answer was always the same.

As time went by it got to the stage where the owner refused to remove parts from the vehicles he would only sell complete cars, this is probably why some 1500 cars shared the yard with the Imperial. There were some pretty

rare items including in excess of 250 Studebakers, Walter was very passionate about Studebakers he maintained several tons of new old stock parts for these vehicles.

The Imperial sat in its final resting place for many years after being purchased from a couple of local Aboriginals who apparently painted it with a big broom or seaweed in 5 different colours of house paint dark green, light green, light blue, off white, and black how about that for original colours.

A foundation member of the Chrysler Restorers Club in Sydney Russell Cope had a son living at Ipswich not all that far from Albany Creek so he decided to go and have a look at it after seeing all the cars in Custom Rodder Magazine, he walked around the yard for a couple of hours and eventually came across the beast looking pretty sad and dilapidated sitting low in the grass on flat tyres and displaying plenty of rust, after a lengthy inspection he decided to



At Russ Jnr's residence Ipswich



Leaving Brambles terminal Sydney en route to new home at Panania. Note tyres on trailer.



Joe Doyle at the controls. Note five bladed fan.

call his father and let him know it was a restoration proposition not knowing at this stage just how rare this thing was.

Russ Cope decided to purchase it so necessary arrangements were made to have it salvaged from the yard and delivered to Ipswich. this was done by an old Bedford tow truck belonging to Walter one of about 10 in the yard, from there Brambles Transport handled the job of having it shipped to their terminal in Sydney.

Phil Gander and Russ Cope hired a double wheeled bogie trailer and together with a strong tow vehicle headed off to Brambles Depot and loaded the Imperial on. With two and a half tons sitting on the trailer the four tyres were hard pressed to hold the weight. Upon arriving at Russ's home at Panania it was unloaded into a carport and Betty Cope thought for sure they had lost their marbles.

After a long inspection of the vehicle, Russ decided he was going to restore it, so no time was wasted in removing the body from the chassis and then

RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine (ctd)

discovering all the rust and muck that had built up over the years. Most mechanical parts were fairly well worn, so Russ replaced all the front suspension parts, rear spring shackles and springs reset, new front coil springs were made by Lovell's at Homebush, new tire-rod ends, king-pins steering box overhauled, differential overhauled, gear box and overdrive unit repaired with new parts where necessary, new wheel bearings and seals, all new copper brake lines, re skimmed 14" brake drums, brake linings, wheel cylinders and cups etc, master cylinder reconditioned etc, this work was carried out quite rapidly.

I used to visit Russ's place on many occasions to do house wiring and general electrical work in his other covered in areas and sometimes spend a fair bit of time looking over the Imperial and thinking what a magnificent piece of equipment it would be when finished, never thinking at the time that one day it would be mine.

I started looking through the 70 years of Chrysler book by George M Dammann and to my surprise discovered that only 145 of them were made world wide. So this really got the adrenaline flowing.

Whilst attending a car rally at Parkes N.S. W. Russ approached me about selling the car, mainly because he thought it was too big a job for him to complete as he only enjoyed 2 years or there about on one restoration. I declined his kind offer mainly because I already owned a 1937 Chrysler Imperial which required a full restoration. This came from Cooma belonging to a Mr Peter Learmont the local chemist, so I had enough on my plate without tackling another.

Six months later whilst looking in the Sydney Morning Herald, I noticed an advert for the Imperial for sale at \$600.00 and I said to myself she's gonna be mine. After consulting with the good wife for about five minutes it was mutually agreed to purchase the vehicle and make it the Jewel in the Crown for a proposed Wedding Car Business together with my other two Chrysler products, namely 1937 Royal and 1937 Imperial. This was the only

reason I bought the car.

Money changed hands and once again the Imperial was going to be on the move. At the time we were living in my mothers old home at Rosehill, not far from the Racecourse whilst building our new home at Baulkham Hills, so I had no where else to take it but Rosehill.

A car trailer was hired and together with Joe Doyle we attempted to load the Chassis on first, but alas a 144 inch chassis fitting on a 130 inch trailer don't go so we had to chain 2 massive planks of hardwood onto the trailer and then block and tackle the chassis onto it. This job was achieved and it looked quite strange going down the street with the two back wheels suspended on the planks hanging almost two feet past the end of the trailer, anyway the chassis was delivered to Rosehill and unloaded virtually trouble free then back to Panania to pick up the body which by this time was hanging up on slings suspended from the roof of the carport. So it was a simple case of backing the trailer in underneath the body and lowering it onto the trailer.

At Rosehill we had to make a special Gantry to pick up the body carefully and lower it onto the Chassis, with so much rust in the body, length and weight I thought it would snap in the middle. No work was carried out whilst sitting in the weather at Rosehill for at least 2 years while I finished building the house at Baulkham Hills. Six months before the house was finished, I decided to move the Imperial to its new home so once again it was on the move, first the chassis followed by the body which once again proved a bummer of a job, getting it off the trailer and into a suspended position in the garage, this was eventually achieved without mishap.

During some spare time I would inspect the Imperial to see what I had actually bought and many times I called myself a bloody idiot for even attempting such a huge job. I was beginning to doubt

young Russ Cope in saying it was a restoration proposition, everyone who took time to look at it all said the same thing, take it to the tip, that's all its good for. Fair dinkum, it was terrible, but I was keen to do it. A closer inspection revealed that the tail shaft, 1 road wheel, two hubcaps and the 6 wheel equipment covers were all missing, everything else appeared to be all there even the brackets, bars and clamps for the 6 wheel equipment, the wind up division window still worked perfectly.

For some unknown reason this vehicle is fitted with an off-set gear reduction starter motor. It is impossible to fit a conventional starter to the bell housing as it fouls on the engine block, but somebody in the past attempted this procedure, no doubt being unable to find an off set starter and what happened a huge chunk of the bell housing was broken away by the abuse of trying to start it. Of course the ring gear was also destroyed.



Note chunk out of bell housing

Many years went by without any luck in tracing the blasted off-set starter motor until one day I visited Halvorsen Boats at Bobbin Head and after talking to Lars Halvorsen (a gentleman) about my plight, he disappeared into the bowels of an old timber workshop appearing about 20 minutes later with two starter motors in his hands, I could not believe my eyes both off-set, 1 6 volt, 1 12 volt brand new. I bought both as I wasn't sure whether to use 6 or 12 volt. Apparently these starters were fitted to all straight 8 Chrysler Marine Engines and it fitted perfect to my block.

RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine (ctd)

Rust was a major factor, the four doors were all gone up to the swage line, so new skins were made, the two centre posts were rotted off at floor level and swaying in the breeze because in this section no floor existed, the two rear mudguards were rotted out and virtually useless. The two front mammoth mudguards housing the 6 wheel equipment were so bad, particularly where they bolt to the running boards that the end result was that they now have more new metal in them than original metal, but they were repaired to pristine condition. The two running boards were rusted beyond repair, but alright for patterns so two new ones were fabricated by Peter Jackson of old auto rubber fame, these fitted perfectly, so new rubber matting was glued to them supplied by Peter Jackson. The boot Lid although looking not too bad on the outside was completely rotted out on the inside skin, so a new one was made using two boot lids of the same year, you may wonder why two lids; the width on a C20 Imperial is almost 6 inches wider than a conventional sedan. To achieve this width the factory cut in half two boot lids added six inches then rewelded them, this was evident by the two weld marks up the inside of the boot, the new was made exactly the same way and it fits perfectly.

The beaver tail section under the boot was also rotted out so a new one was fabricated once again perfect, all the sills and floor sections in this area were beyond repair so new ones were made right through, the nose cone and grill were not too bad except some rust but I had better ones from a 38 Royal so

these were utilised, parts of the dashboard and windscreen cowl ventilator and around this general area were very bad so all new metal parts were fabricated and fitted taking quite a bit of time, the bonnet and side plates were quite good so they only had to be bead blasted and painted, the turret and other body panels were good mainly because of all the coats of paint applied to them even the main floor section was good where no water got to it, this was protected by a tar soaked cover that done a great job, but the rear section of the floor was totally gutted when you opened the boot all you could see was the concrete floor.

You may ask who or what or how did all this rust repair work achieve such a high standard, it was all carried out by a true craftsman of his trade, namely a Tech Teacher who came to my workshop every Friday on his day off and worked on it for six hours a day for two and a half years, every piece of rotted out metal was fabricated on site and welded to the car with outstanding

precision all to the exact original patterns, the lead wiping technique was utilized throughout the job, this work cost \$7,000, I would hate to be doing it today.

To give you some idea of how bad the rust was, every door hinge inside and outside were rotted so bad that all twenty of them had to be replaced soaking them for months to try and persuade them



Beaver tail section and boot floor



Rust in driver's side door and panel. Note all that existed of six wheel equipment.



Rust in beaver tail

to come off, eventually all the screws were removed then another twenty removed from other doors I had in the workshop then refitted to the Imperial then lining all the doors back up again to tolerances as close as possible this job alone took four months. The engine at this stage was removed and taken to an engine re-builder at St Marys NSW, it's been so long ago I can't remember who the guy was or where his workshop address was but anyhow it was fully reconditioned and reinstalled



Gathering more rust at Rosehill

RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine (ctd)



All new door skins right up to the swage line.



Undercoating front guard



Body in putty for first time

in the chassis with all new mounts.

All of the chrome work was in a shocking state so it was all removed and sent to a plater at Newtown who did an excellent job, it was then put in storage some 25 years ago awaiting its turn to be reunited with the car.

The die-cast grille section which was full of pit marks was sent to a guy in Adelaide, re-chromed and returned in faultless condition, I found this man the best in Australia for die-cast work a real tradesman.

The two headlight shells were rusted beyond repair, so they were replaced by a pair from a C19 Imperial of the same year I just happened to have a pair in the workshop.

Apparently all of the road wheels on these big limo's of any American marquee were all made by the one company no matter who the manufacturer and they are extremely rare, some twenty years ago I approached Ron Ferguson about purchasing a couple, he stocked nine spares which came with his 1938 V16 Cadillac limo but he refused to sell them saying he might need them one day, I am still seeking these wheels which take a 750 x 16" tyre.

Unable to find a tail shaft suitable I had a guy at Silverwater make me a brand new one from scratch, the front universal was made from a Bedford truck slide shaft and the rear from a Mazda truck universal joint, the tail shaft is massive it measures 3½" diameter a normal Imperial measures 2½".

The two front 6 wheel equipped metal covers proved impossible to find

mainly because of their size. These covers eluded me for some 25 years so in desperation I sought the help of a local motor trimmer who informed me he could make two vinyl covers which he did at a very reasonable price of \$50.00 for the pair (I supplied the vinyl) then Dave Thrush of Thrush Signs computerized Chrysler Imperial in the centre in original design, I was very impressed but my wife Aileen never liked them at all so one day I eventually found them.

Club members Yvonne & Hilton

Wenham bought a pair at Bendigo swap for their 1936 Desoto Airstream but when they arrived home a discovery was made that they failed to fit into the wells as they were too wide so they were abandoned to the rear of the garage and the next year a return trip was made to Bendigo and you guessed it another pair was located but this time they fitted, I believe my pair came from a 1939 Packard and the fit was perfect.

The next job was to locate some more hubcaps in reasonable condition, the only bloke in the country who possessed them was Tony Noonan of Obsolete Auto Parts at Kurrajong, I purchased four and took them to a chrome plater at Silverwater, during the polishing process some employee put the first cap on the big buff and proceeded to put a two inch groove straight through the middle of the brass skin, so a sensible guy would have said to his boss hey what's the go here but not this bloke he picks up the other three and does exactly the same thing totally stuffing the four of them, when I went to pick them up the boss pointed to a sign on the wall it read "all care taken but no responsibility" what a joke.

The search for more proved negative so I removed the skins from the cap and had them chromed naturally at a different plater, once again Paul and Dave Thrush came to the rescue and printed Chrysler Imperial and lines on the outside of the cap in original design using a computer process; it is hard to tell the difference.

The original aluminium sill scuff plates were in a terrible mess so my tech teacher mate fabricated four new ones sent them to Tony Hillsdon who polished same then Paul Thrush put some fancy scroll work on them with Chrysler Imperial inscribed in the middle they look magnificent.

The four doors, front and rear mudguards, grill nose cone, side plates and bonnet were all reassembled and bolted back onto the body so that final tolerances and necessary adjustments could be carried out, this proved to be a bigger job than anticipated, the doors were fairly easy as they had been adjusted by the panel beater but the boot lid was a bugger to fit, Joe Doyle

RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine (ctd)



Working on engine, gearbox and overdrive. Note colour of hair on restorer.

and myself took about three days to master it, the bonnet also took many hours of work to line up with the body and particularly the nose cone, however it eventually all came together, these panels were all removed again in readiness for painting,

The division window section was removed and stored many years ago, it was originally fastened to the centre posts by massive toggle bolts, the whole thing had to come out so that repairs could be made to the centre posts, the section was so heavy I nearly got a hernia lifting it out, the window glass itself had to be removed so a new one could be made as the old one was stuffed.

Apparently these divisions were put together at the factory and then filled in around the glass area, it took me nearly three weeks to work out how the glass could be removed from the runners and mechanism, it could not be done so eventually I cut through a small section of timber and low and behold it all started coming apart, no wonder I couldn't find the solution, it was all put together with the finest dovetail joints I have ever seen truly a work of art.

A new glass was fitted without too much trouble and then the division was refitted to the body after new side rails were made from heavy plywood, this dam thing was so heavy it fell on my foot and I could not get it off, with nobody to call and the pain getting worse I built up enough strength to lift it slightly enough to release the foot, the division was fastened to the centre posts with big metal thread screws.

The dashboard and garnish moulds were all done by another tech teacher after they were taken back to bare metal, I chose a timber grain effect similar to original, the instruments were reconditioned, reinstalled in the dash and mounted into the body.

The steering wheel was nothing but a circle of

t u b u l a r
steel going
around the

perimeter of the wheel so a tradesman by the name of Les Diemel (deceased) reconstructed the entire wheel by hand, the end result being perfect.

Now to the body, all traces of old paint and rust were removed by chemical applications and the hard way good old elbow grease and a wire brush, the worst and biggest job was the turret and cowl sections, these had a lot of surface rust under the old paint so every piece was carefully taken back to bare metal, what a job small amounts of nicky was used and sanded back to remove any imperfections, etch primer, primer surfacer, and spray putty was all applied, rubbed back again with wet and dry all ready to accept the colour coats, but alas more big problems were about to occur.

I decided to buy another Chrysler namely a 1936 straight 8 Airflow which was just too good to pass up, it did not seem as big a job as the Imperial so I concentrated on restoring the Airflow leaving the Imperial sitting in the corner covered up for about four years a

mammoth mistake.

The engine on the Airflow was totally bugged so I removed the engine from the Imperial and put it in the Airflow after all it was about twelve years since being fully reconditioned so I figured if I didn't use it I might lose it.

(To be continued)



All that is left of the rear seat, complete new frame had to be made.



Division window removed from car



Making of inside door panels

PAST EVENTS

Mopars at Wahroonga

23 August 2009

Phil Bakker's sister Irene happened across a street full of Mopars and more parked outside Rose Seidler's residence in Sydney. Rose is the

mother of Harry Seidler, the famous Bauhaus architect.

Phil Bakker



PAST EVENTS

Visit to York Motor Museum

Graham Bailey recently had a disappointing visit to the York Motor Museum in WA.

The only cars of interest to Graham were the sectioned Chrysler 50 (right) and the 1904 Napier Samson (below).

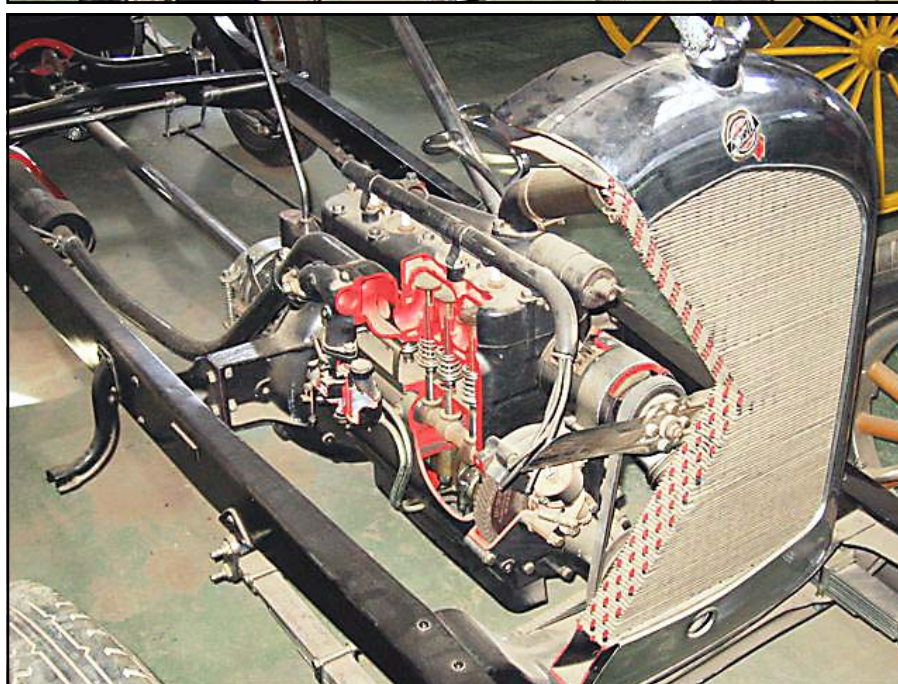
A brass plaque with the Chrysler reads:

1925 Chrysler 50
Sectioned by Chrysler Motor
Corporation and presented to
NSW Railways Institute.
Purchased by Greens Motor
Museum and restored by the
1979 automotive pre-apprentice
class at Miller Technical College

A Napier L48 "Samson" set a world land speed record of 104 mph at Daytona in 1905, driven by Arthur MacDonald.

The car can be seen below with Peter Briggs at the wheel and this view will give perspective to Graham's photos.

Richard Tapp



MARKET PLACE

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

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

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

Total \$.....

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1927 Dodge Flying Four motor, gearbox, diff in good going order plus 1/2 chassis, tyres, rims etc \$800 Roger Stevens 8668 4093 (ring with offers)

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727 Torque converter \$180, chrome air intake suit 360 V8 \$50 Pick up only. Jarryd Just 0415 367 041

1976 Chrysler CL ute [SYZ-301], auto, new tyres, reg to April 2010, bench seat, good interior, some body rust, some spares, \$2200. Mark 0416 880 163 (Kidman Park) (see pic)

1977 Chrysler Regal CL sedan [251-KGV], 318 V8, column auto, 1 owner until 2007, always garaged, \$5,000 Steve 0422 018 354 (Browns Plains Qld) (see pic)

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