



THE
CHRYSLER
COLLECTOR

Number 185

November / December 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 Caroonia 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	8 2 6 8 3 5 0 8
-	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 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>	Garry Williams, 11A Wisdom Street, Seaton 5023	ah 8353 0027
<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
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 8 January 2010. Corrections/amendments until Sunday 10 January 2010. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should preferably be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

Website: The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

11 November 2009
General Meeting

9 December 2009
Christmas Meeting

CLUB RUNS / EVENTS

15 November 2009
CCC run hosted by Vauxhall Club (B Gibb)

6 December 2009
Club Christmas Picnic lunch (Beefacres Reserve) S Gibb

31 January 2010
Ray Miels Memorial Breakfast Run (L Gibb)

7 February 2010
Registration Day and Boot Swap Meet (Howes / Bartlett)

28 February 2010
All Chrysler Day display (B Gibb)

14 March 2010
Wicks Farm & Museum

11 April 2010
30th Anniversary Glenelg (C Howes)

16 - 18 April 2010
Stansbury and Port Vincent Wooden & Classic Boats Regatta. More information David May. 8265 3278 (12 sites booked at caravan park)

27 Sep - 12 Oct 2010
Chrysler Restorers Club 12th National Tour Renmark Tour. Entries Close 31st March 2010
Book Now *** Entry Forms
Brenton Gibb

INVITATION/OTHER CLUBS' EVENTS

28 November 2009
Seaton Car & Bike Show- Garry Williams

23 - 26 January 2010
Mt Gambier Veteran & Vintage Car Club Inc 2010 Australia Day Tour
Entry Forms Available from

Brenton Gibb

21 February 2010
All American Day Car Show Tilley Reserve Surrey Downs

28 February 2010
Chrysler Car Club All Chrysler Day Entry Forms from Brenton Gibb

2 - 5 April 2010 (Easter)
Broken Hill Veteran & Vintage Car Club Bushman's Rally Entry Forms from Brenton Gibb

SWAP MEETS

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

15 November 2009
Bendigo

21 February 2009
Murray Bridge

Brenton Gibb

Entry Forms etc

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

2010 Calendars

Order your 2010 Calendars now! \$10 including postage if required. As in previous years they are printed on A3 with a facing A4 calendar and A4 photo for each month..

This year we have versions A, B and C so that every car gets a centre position! You can view miniature versions of the calendars on the website if you want to find out which version you prefer. Otherwise take pot luck. Or get all 3!

Send \$10 per calendar plus your details to The Treasurer. PO Box 667, Glandore SA 5038.



Welcome to our New Members

Keilan Fletcher Grange	1965 Valiant AP6	Patricia Roberts Richmond	1954 Holden FJ
Tony and Roslyn Free West Moonah (Tas)	1929 Dodge Victory Six		

Cover Photo

Geoff and Cynthia Chase's AP3 Chrysler Wayfarer, photographed at the run to David Read's in April 2009.
Photo: Richard Tapp

COMING EVENTS

2009 Combined Car Clubs Run

Sunday 15 November 2009

Hosted by the Vauxhall Club

This run is to a private aircraft 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
8263 2908
0417 086 243

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. Assemble at 10:30 am at the CRC clubrooms for an 11.00 am departure.

Chicken lunch, plates, cutlery, serviettes and Christmas gifts for children under 12 years old who



attend will be provided by CRC. Please bring your own chairs, tables and drinks.

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

Members please bring a large salad or sweets to share.

Father Christmas will visit during the afternoon. There will be a list circulating at the Sept, Oct & Nov meetings. If you don't attend the meetings please ring with numbers for lunch and children's names, gender and ages to allow time for purchasing and wrapping of gifts.

Please let us know all details by 11 November 2009

(Note that gifts will only be given to the children who are listed and who attend on the day)

Sharon Gibb
Home: 8263 2908
Email: bskamgibb@adam.com.au



2010 Ray Miels Memorial President's Breakfast Run

Sunday 31 January 2010

Meet at the CCC clubrooms at 7.30 am for an 8 am departure. BYO

breakfast, BBQ, chairs, drinks etc.

Lindsay Gibb
8263 5416
0412 790 992

2010 Registration Day

Sunday 7 February 2010

Come along and pay your membership fees and have your log book updated. 10 am – 2 pm. Also

on this day there will be a boot sale so bring along any articles you wish to sell from the boot of your car. (No trailers allowed). Sausage

sizzle available.

Chris Howes
8165 3971
0412 174 108

30th Anniversary

Whilst many of us are focused on the upcoming 2010 National Tour, how many of you are aware that our club will also be 30 years old in 2010?

In order to celebrate this momentous occasion plans are afoot to have a display day at Colley Reserve Glenelg on **April 11 next year**.

This is a great opportunity to put

our club in the limelight in a high profile area, for those of you who don't know, Colley Reserve is right on the foreshore adjacent to the high rise and amusement area in Glenelg.

Please mark this date in your diary, yes I know it's a long way off, but wouldn't it be great if we could get every one of our club vehicles out there on display; after our stunning

display success at the Caravan show this could be another feather in our cap, so come on along !!

Chris Howes

If you have more cars than drivers, why not invite a friend to come along and bring one of your cars that otherwise would not be able to make it? They might catch the bug!
[Ed]

FROM THE COMMITTEE

President's Message



We are rapidly reaching the business end of 2009 with plenty of activity as we approach Christmas and start preparing for 2010.

Election time is fast approaching and we should all be considering how best to pull our weight, keep our club vibrant and enjoyable for all our members. I am aware that some of this years committee will not be seeking re-election, so please ask for information about joining next year's leadership team.

Nomination forms are available now and when completed, should be returned to Lorraine Beythien at our December meeting. Rhonda Williams has asked to be relieved of the kitchen duty at our monthly meetings, so there is another opportunity for one of our ladies next year. Thank you Rhonda and all those who supported her in the kitchen this year.

Next years calendars are now available and attracting plenty of interest. The historic Darroch House back-drop to our magnificent cars is quite spectacular and once seen is a 'must buy'. With all major club events included it is great value at just \$10.00.

The Ray Miels memorial breakfast run 2010 will be on January 31st leaving the clubrooms at 8.00 am for a special location arranged by the President. The date has been

moved slightly from previous years as a number of our members quite regularly attend a well organised annual event in Mt Gambier which takes in the Australia Day holiday. This time members will be able to attend both outings.

The bi-annual club register is currently being updated and will soon be going to print. This is a huge task, so I hope those who wanted their personal and vehicle records updated have notified the club with all relevant details. Contact Chris Howes immediately if you have queries about the update.

For those who did not attend the annual dinner and presentation night at the "**Bartley**" you missed a great fun time. Co-hosted by vice president Trevor and yours truly it was a night of high '**op shop**' fashion which I feel sure had the judges struggling to determine the winners.. Best female **Peggy Fleming**, Best male **Geoff Chase** and the best couple **Raice and Richard Tapp**.

Presentations were made to several members who have served our club for many years in a continuous role. Ross Fleming, former secretary for 16 years, Alan Driver, still serving as treasurer has given 23 years, and Dave and Gay Aylett were historic motor registrars for 9 years. All four have made a significant contribution to our club and we thank them sincerely.

The Alan Toull memorial award voted by the committee went to Geoff Glynn-Roe for services to the Cruising Classics Committee, the Birdwood museum and arranging the photo shoot for our calendar.

The disaster award was keenly contested this year and went to David May, who was only a valve collet ahead of Bob Lemon. The Mitsubishi Motors trophy, awarded by the President went to Dick and Judy Hart for their support with the 'Highway Palace' at the Caravan and Camping show. Their money raising through collections to view the interior of the palace raised in excess of \$1,300 for the R.F.D.S. and secured the award from the President.

Judy McNair, despite recent health problems, again presented the trophy in honour of her late husband Ron, for the Member of the Year. This award is decided by the membership and has been won by Brenton Gibb. Congratulations Brenton and a personal thankyou to you and Sharon for your assistance throughout the year. A truly great night, thank you Lorraine and Trevor and everyone who contributed to the raffle.

As this is the last magazine for 2009, I take this opportunity to wish our readers and members a safe and happy Christmas and thankyou all for your support during 2009.

Lindsay Gibb

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Judy Hart, Sharon Gibb, Lindsay Gibb, Chris Howes, Bill Watson, Gil Purdie, Wayne Bartlett, Non Haywood, Ron and Pat Hincks, Lorraine Beythien, Norma Schopp and Les Sonter.

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

Richard Tapp

WEBSITE STATISTICS

	September 2009	October 2009	Oct 2008
Visits	1,189	1,253	1,209
Pages	1,868	1,866	2,055
Megabytes	3,463	3,276	2,195

Statistics exclude photos and videos.

CLUB NOTES

Federation Meeting Report



Federation Meeting

17 October 2009

Deaths of **Alan Day** (Singer Club) & **Chip Thomas** (Chrysler Restorers) noted with regret.

Club Citroen admitted to membership.

Code of Practice: review still going. Special Interest Vehicles application with DTEI.

Ineligible vehicle on HVRS caught by DTEI. Embarrassing to Federation. Members reminded that no significant modifications to engines, no LPG, no wide wheels (beyond one inch) are tolerated. To protect scheme, Federation will be conducting audits at club logbook days.

ServiceSA has been issuing historic registration without MR334s, hence illegal - to be addressed. If any member knows of such instance, report to Federation in writing with details.

Lost logbooks: Statutory Declaration required before issue of replacement.

FHMCSA website: now up to date. Advise upcoming events and they will be included.

Federation Tour: "Regal Ramble" to south-east and Kangaroo Island 28/3-10/4/2011.

Bay to Birdwood Classic: 2.5 hours average travel time too long, many jam-ups. If clubs feel that lack of one-way was responsible, submit case in writing. Many non-standard vehicles observed.

Cruising Classics: successful, although drive-in night had to be opened up to public to achieve patronage.

Number plates: must be returned to DTEI (via ServiceSA) within 30 days of registration expiry, or fine of \$2,500. Exemptions are available - talk to ServiceSA office.

AHMF: federal meeting Alice Springs - all States & Territories represented except Tas.

- Robert Shannon Trust granted \$1,000 to each of five young restorers in past year. Applications available through FHMCSA.

- AHMF website being updated.

- Again, other jurisdictions impressed by SA HVRS "open" system and use of standard number plates.

- "Cash for clunkers" operating overseas, not in Australia in foreseeable future.

- Victorian Local Government clamping down on multiple vehicle storage and repair on private property [this was first

raised several years ago].

- Seat belts, etc.: each jurisdiction puts a different interpretation on Federal rules.

- Campbell's Bluebird anniversary return to Australia: not happening - too costly.

- Club tax review: on backburner since change of Govt, but resuming again.

- CAMS: wants to take all motoring organisations under its umbrella. Has nothing to offer historic movement - rejected.

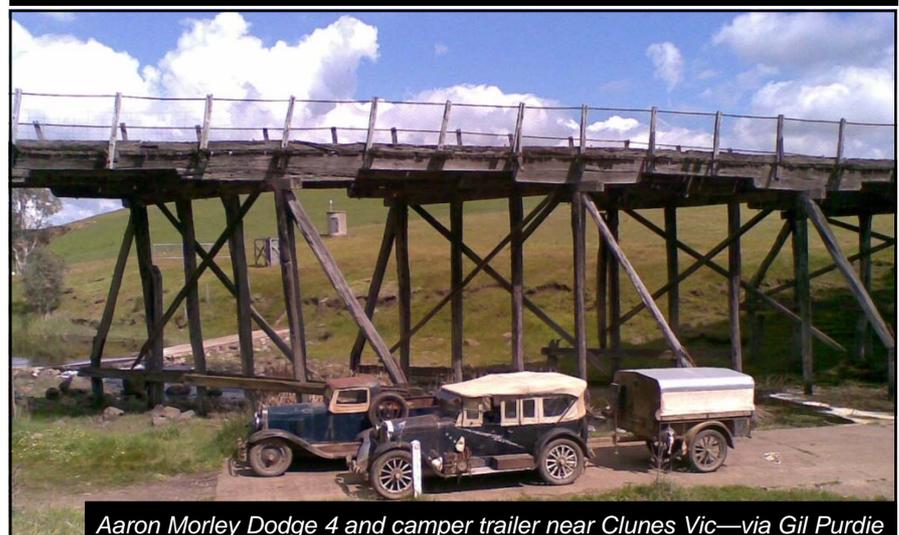
Life members & HVRS: club constitutions must confer "all rights and privileges" to be legal.

Historic Vehicle Insurance: RAA has removed right of retention of wreck from its policies and imposed a \$300 basic excess. Some premiums have risen sharply. It is believed that all insurers except Shannons have done the same. Shannons have undertaken to retain their existing terms and conditions. Shop around.

Next meeting: 21/11/09.

Bill Watson

Vintage Caravanning



Aaron Morley Dodge 4 and camper trailer near Clunes Vic—via Gil Purdie

CLUB NOTES

Member Profile—Wayne Bartlett

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

My name is Wayne Bartlett, I have had some nice cars and done some silly things, like selling them not long after I've restored them. My current project is a 1975 Chrysler Centura GL, 245 Hemi Auto - recently finished. I am also currently restoring a 1967 Quest Caravan to tow behind the Centura.

HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?

My Uncle, Ron McNair was one of the first members.

DID YOU KNOW ANYONE IN THE CLUB?

Yes, my Auntie ,Judy McNair.

WHAT YEAR DID YOU JOIN THE CLUB?

I think it was 2001

WHAT CAME FIRST THE CAR OR THE CLUB?

I got my first Valiant from The Gibb Boys that year (sold it B4 I drove it) and bought the VC Safari.

WHERE AND HOW DID YOU FIND YOUR CAR?

My current car I bought on eBay. It was in NSW, the owner drove it to Melb, a mate met him there I flew over the next day and drove it home from Melb.

DID IT NEED RESTORING OR WAS IT ALREADY DONE?

I could have left it, BUT where's the fun in that?

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

Yes, the Gibb Boys have had a hand in most of my projects.

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

My biggest stuff up was selling my old VC Safari Wagon and the "S" series I had, (long story) to buy an older car. Nothing wrong with the older car, just not me and I have not been able to find anything to keep me happy since. I'm hoping the Centura will do that as it is my last project.

DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?

I love going on club runs (wish the other half was more into cars) and yes I do look forward to the club meetings.

WHAT IS YOUR AMBITION IN THE CLUB?

Just to help as many people as I can.

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

I have a few, but no, I won't tell.

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

I don't think I need any more parts, I bought 2 Centuras for parts (one was a write off and the other totally rusted) and have a shed full of bits.

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

Meeting all the members and becoming a Historic Vehicle inspector.

DO YOU ENJOY AND WOULD YOU HAVE ANY SUGGESTIONS FOR

CLUB RUNS?

As I said B4 love the runs and would love to see more runs for the ladies to maybe get my lady to come more often (the van might do the trick)

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?

I'll answer these for her - What is that piece of Sh*t you've brought home now. Her reaction to the Centura when I arrived home with it was "It looks like a Citroen". I don't think it looks anything like one, but it is a French car (Simca). Women - strange species!

HAS HIS EFFORT BEEN WORTH IT?

Well I think she would say, yes, BUT it's about time you kept one so we can save some money for a change.

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

I know she would say NO he does not need any, the shed is full of rubbish now.



CLUB NOTES

Club Notes

12TH CHRYSLER RESTORERS NATIONAL TOUR 2010 - RENMARK

27 Sep – 2 Oct 2010 inclusive

- 5 Months To Go
- Entries Close March 31st
- No Late Entries

Currently we have 90 entries for the 12th National Tour. This is an excellent beginning as we anticipated that the financial situation may have had some adverse effect.

In particular we would like to thank the NSW and Victorian Club members on their unprecedented level of participation at this time. Good on you all!

Bookings, Venues and Organization plans are falling into place. For those who have entered you will receive more information after closing date regarding trips, meals and clothing etc.

All entries received so far with Photos have been put onto our Web site with the entry number allotted. Check it out on www.chrysler-restorers-sa.org.au under Photo Album, then National Tour Entry Photos. Check out your photo or remind someone who hasn't sent theirs in yet. If your car photo is not there – please send it in to be included in the tour Magazine. Also check out the National Tour Site while you are there.

**Remember Closing Date 31st
March 2010**

Lorraine Beythien

CHIP THOMAS

Fran Thomas would like to thank the club for the notice in The Advertiser and all the club members who attended Chip's memorial service at the Heysen Chapel.

She advises that the current plan is for Bruce Thomas (Chip's father) to come to Adelaide in early December for several months to help sort out his cars.

Richard Tapp

HEY CHARGER

Want to see the Hey Charger advert?

h t t p : / /
[www.australiaoncd.com.au/
boomers/test_advertising.htm](http://www.australiaoncd.com.au/boomers/test_advertising.htm)
(near the bottom)

Membership Renewals and HVR

Our end of financial year is approaching (31 December 2009) and membership renewals will be due from 1 January 2010, so membership renewal forms will be found in the next magazine.

For those members who own vehicles registered under the Historic Vehicle Registration Scheme (HVR) it is a condition of the Registration that you be a **financial member** of the club that issued your log book. Therefore if your membership lapses you no longer have a registered vehicle; not withstanding the expiry date on your registration papers.

For those members who remain unfinancial beyond **31 March**

2010 the Club Registrar is obliged to notify DTEI (Motor Registry) of your membership status and you **will** receive a letter from DTEI advising that your vehicle is no longer registered.

For renewal of membership and HVR entitlement there are 3 options:

1. Attend the Club Registration day on 7th February 2010 at the club rooms, with your **membership renewal form, current registration papers and log book**; it will not be possible to process your renewal without all of them.

2. Pay by Post with enclosed **cheque/postal order, renewal form, current registration papers, log book and stamped self addressed envelope for return of your papers (include 2 x 55 cent stamps if log books need renewing)** and send them to:
Chris Howes (8165 3971)
4 Peter Place
Campbelltown SA 5074
3. Renew your membership by Post to the club mailbox and bring your log book and current registration papers to the March (not February) meeting for processing.

*Chris Howes
8165 3971*

PAST EVENTS

Midweek Run to Bethany

1 September 2009

Tuesday 1st September is promoted by the Federation of Historic Motor Vehicles of SA as being Old Car Day of SA.

The Gawler Veteran Vintage and Classic Vehicle Club invited clubs to join them on a day run to Bethany Reserve at Bethany in the Barossa Valley. Our club was represented by members who have the advantage of being able to attend without work commitments.

Garry Williams together with Dean Davis met at my place and my self accompanied by Barry and Sandra Ellis of Broken Hill headed off at 9.30. After a necessary stop at a bakery at Angle Vale for morning tea we arrived at Bethany around 1130 with already a few vehicles assembled. We were treated to a beautiful spring day and by 1230 most vehicles had arrived and the day was showing signs of being a success.

The venue was ideal for the BYO picnic lunch with a large

undercover area and an open fire for those who were feeling the slight chill in the air out of the sun. With a few late arrivals members had arrived by about 1.00 pm with the latest count being 94 vehicles covering a good variety of classes from vintage through to classic.

Following lunch a wander around

the cars and a chat with the many familiar faces, a couple of hours soon passed and then it was time to head for home after a most enjoyable day out. Thanks to the Gawler Club for making this possible.

Bob Haywood

Photos: Bob Haywood



Twin Bridges Rally (ctd)

(Continued from page 11)

club rooms with presentations.

Bob Lemon won best car for his

category, Geoff Chase won best Commercial vehicle with his Wayfarer, Ron Hinks won best car for his category. Sheila Feast won the questionnaire prize.

We had a very good weekend and not very far to go. Put it in your diary for next year.

Lorraine Beythien

PAST EVENTS

Twin Bridges Rally

4 - 6 September 2009

On Friday 4th September we started out to attend the memorial service at the Heysen Chapel to farewell "Chip" Thomas, an esteemed and a very popular member of the Chrysler Restorers Club. Following the service other members gathered at the Tonsley Hotel Chrysler bar for a light lunch.

Patricia and I proceeded at leisure on to Murray Bridge to our motel accommodation as this was our 55th wedding anniversary. "yippee"!!!!

Later in the afternoon we adjourned with several other club members to Johnstone Park at the official club rooms of the Bridge Auto Collectors Club. Afternoon tea was then supplied and we all received our rally packs. We were given a short talk on the comings and goings for the next two days. Then they took some money off us for a raffle but no luck there.

It was a 9 o'clock start Saturday morning with an assembly down at Sturt Reserve for judging and photos. We then were sent off in groups for the tour. We travelled back towards Adelaide along the Old Princes Highway to the turnoff to Harrogate and to a morning tea stop at a delightful picnic spot. We then travelled on to the Wicks Family Museum.

This was a place to remember. There were some very old and rare vehicles all well cared for. One vehicle was supposedly the only one left in the world. We then made our way following the lead car to Tungkillo where we stopped for our "running board" lunch. It was the best presented lunch that I have had since I have been attending rallies. After that was over we were free to return to the "Bridge" in preparation for the evening dinner.

What a night this proved to be with great food and entertainment. The Adelaide Fiji community came out and danced and sang their traditional

songs and dances. They consisted of about a dozen adults, teenagers and about ten children from 4 to 10 years,. It was truly a wonderful evening that I will not forget.

A 9.30 start on Sunday down to the wharf area we saw the signs where some of the old paddle boats were sunk. Then we were off to see a collection of old stationary engines, then back to the club rooms for the last time. We were then served lunch and the raffle was drawn. Then they gave out the results of the voting for the cars. The Chrysler Restorers did quite well – Bob Lemon, Geoff Chase, Donald Feast and yours truly received trophies for their classes.

Another excellent tour and hope to be there in two years time.

Ron and Patricia Hincks

TAKE 2

This Rally is run by the Auto Collectors Club of Murray Bridge each year. We had been told about it a couple of years ago, but never had the time to go along. (Noel Cowie's brother and sister-in-law were the directors.) This year we made it, with several other members of our club.

We left Adelaide on Friday and travelled up the freeway to Murray Bridge where we stayed in the Caravan Park. Some of us still had to find costumes for Saturday Night's Hawaiian Dinner. So we checked out the cheap shops and came up with their costumes.

That afternoon we headed to the Auto Clubs rooms, to sign in and meet their members.

To our surprise we met up with Roly & Denise (from Goolwa) who we have known for years through boating on the River Murray. We had never spoken about vintage cars with them before, so never knew they were interested in our other passion.

Country clubs have such a variation in vehicles and many are also interested in motor bikes and

stationary engines.

Saturday morning we met and had a display at Sturt Reserve along side the River Murray and the voting for best cars started there. The day trip took us back along the old Princess Highway towards Adelaide and then turned off towards Harrogate for morning tea at the Tennis Club. Along the way we had to look out for things on our questionnaire (which we missed a couple).

What a great drive through some country you never tend to go through. Spring is a good time to go through the Adelaide Hills. Our trip took us to Balhannah and "Wicks' Family Farm and Museum". Well that was a surprise. It was a wonderful little cottage, with all of the original family heirlooms and treasures. Mrs. Wicks was there to greet us and answer any of our questions.

After looking through the 4 roomed cottage we were in for another treat. The car collection was so good. Most of the vehicles I had never heard of and many were the last one existing. They were all in very good condition and a pleasure to have a look through. (I will organize a trip here for our club in 2010. LB)

After this we drove through the hills via Woodside and Mt Torrens to have lunch at Tungkillo. We were able to return to the Bridge which ever way we chose. So a few of us decided to go and have a look at the Mannum Waterfalls. It's the first time for many years we have seen water running over them.

That night was the Hawaiian Presentation Dinner at Dundees (Hungu style). It was very cold (especially for some of our costumes) but we made it through the night with the Fijian Dance and Song group keeping us entertained.

Sunday morning the men went shed investigating and the girls stayed for a floral art display and hand craft display. We then had lunch at the

(Continued on page 10)

PAST EVENTS

Cruising Classics to Hahndorf

21 September 2009

Some people may not be aware that the Cruising Classics events are organized by Federation clubs for the week before and week after each "Classic" and "Vintage & Veteran" "Bay to Birdwood" event.

The idea is to meet other people with similar interests who may be in Adelaide for the "Bay to Birdwood" and showcase some of Adelaide and surrounding areas before and after.

This year our club organized (or I should say Lindsay Gibb organized) a trip to Hans Heysen's Gallery and Home "The Cedars" at Hahndorf in the Adelaide Hills. The event was fully booked, so we had around 90 people.

We met at the CCC Club rooms for a 10 am start. The weather report said rain which I think they understated. When leaving Tour Headquarters the sun was shining

but as we went further towards Hahndorf the weather changed to rain and wind.

As we got out of the vehicles at the Gallery it started to rain and out came the umbrellas. I am sure those at the Gallery have had this happen before as they have several umbrellas on standby for those without.

We walked up to Hans's Studio first where he did most of his paintings. He had it purpose built to face the right way for the sunshine. It is set amongst some of the most beautiful trees you will see in the Adelaide Hills. His easel and equipment are still there with unfinished works he was doing when he died.

We then had a look through "The Cedars" (his home) where he and his wife brought up 8 children, of which two of his girls are still alive today. Many of his original paintings are hanging in his home. All of the furniture and

fittings are original. If you have never been here I would put it down as a must.

The supplied lunch was (almost) undercover; I had a gutter overflow down my neck! We got through that to go onto Melbas Chocolate factory and the Cheese factory at Woodside. I have just finished my last Melbas Chocy. (Yum)

All the way home we drove through driving rain and when we got down to Grand Junction Road, there were floods everywhere and the road cut to 1 lane in both directions because of the floods.

Thanks to Lindsay and Marlene for organizing a great Classic Event where we met up with some other Chrysler people who were not members of our club but obviously nice people.

Lorraine Beythien



PAST EVENTS

Cruising Classics to Hahndorf (ctd)



Chocolates at Woodside the weather had cleared.

The chocolate factory was a big hit with most of the tour. After a short talk about the history and operation of the place it was time for some serious tastings and purchases. I noticed some large baskets being filled and I am sure many folk will return another day to replenish their stocks.

I also noticed F C Grubb's drinks for sale (remember our Gladstone visit) and the Golden North ice-cream which I noticed two of our warriors, A Pike and D Feast consuming in large quantities. I thought the tour went well and I thank all who attended

Lindsay Gibb

Photos: Lindsay Gibb



TAKE 2

Our club was the host for the first of the classic events around the Bay to Birdwood run.

Being a work day prevented many of our regulars from participating in the event. However, nearly sixty rolled up in a variety of cars ranging from Mini's to Bentleys, MG's to E37 Chargers, Alfa's and Belletts and many more. Some had travelled from Queensland, NSW, Ceduna, Port Lincoln, Mt Gambier, Port McDonald and the Barossa Valley.

Whilst the weather was building for a storm we drove to the Heysen Home and Studios without getting wet. That soon changed when the thunder started and the heavens opened.

We broke into groups to conduct the tour which was most interesting and the wonderful living stories of the Heysen family were fascinating. The guides were so passionate about

the family history that the only thing missing was the Heysens.

About 1 o'clock we were treated to a cup of homemade soup, a huge range of freshly made sandwiches followed by a plate of apple strudel, cake with cream and a welcome cup of tea or coffee. The rain was bucketing down during lunch but by the time we departed for Melba's



PAST EVENTS

Towitta Bush Wackers

16 - 18 October 2009

We left home a little later than the rest of the tribe as we had other commitments, but took the dirt roads through Para Wirra National Park, Mt Crawford Forrest and out through the back of Eden Valley to get to the camp. The hills were the best they have been for many years as many of the creeks were running

and the flowers were in bloom and green grass every where.

We arrived at camp, just as the earlier group was going in the gate.

David had brought a load of firewood from Adelaide the previous day so the camp fires were great. We cooked on it, sat around it and spun many yarns. Not all were true, but all very stretched in

one way or another. We played quoits and golf with out much success but a lot of fun.

We had many birthdays to celebrate for the weekend and of course any birthday is not right with out Pass the Parcel. The first birthday was Richard Hart and the others may be not in the right order, but there was Graham Bailey, Maggie, Colin



PAST EVENTS

Towitta Bush Wackers (ctd)

Frith, and a few who were not there, we also celebrated. So I hope you all had a good time.

Most went for walks around the district and checked out the local historic cemetery.

It was a very friendly and relaxed camp out with 9 club cars and 1 visitor. Thanks to David May and Graham Bailey for a great weekend.

Lorraine Beythien

Photos from Gil Purdie other than bottom right, from Trevor Beythien. There may be no toilets as such at Towitta, but there is no shortage of seats!



PAST EVENTS

Metropolitan Fire Station Adelaide

18 October 2009

The October run organised by Garry and Rhonda Williams was a visit to the Metropolitan Fire Service Station in the city.

Some members met at the clubrooms for a 9.30 departure with the remainder meeting at the Angus Street entrance to the fire station. Due to the security of the station, entry was made once everyone had arrived to minimise the opening and closing of the entrance gates.

The run was fairly well attended considering the other things on that weekend. After a short time to say hello and a wander around the cars we were introduced to Senior Firefighter Nat Gohl.

We were given a comprehensive and informative tour of the ground floor facilities of a working fire station. He then took us around to the various fire trucks explaining their capabilities and the equipment carried on them.

This was followed by a tour of the Communications Centre and shown the latest in communications technology and a talk from the on duty supervisor on receiving fire calls and responding the relevant trucks.

To complete the tour the kids were given a ride around the station in a truck complete with a chance to hold a fire hose with real water.

Lunch consisting of a sausage sizzle a drink and a muffin was supplied and rounded off with the drawing of a raffle. The main prize was kindly donated by Garry's mother and won by Keelan Fletcher.

A very successful day was enjoyed by all who attended with thanks to Garry and Rhonda for another great day. A thankyou must go to the Fire Service for their co-operation in making this visit possible and to Nat Gohl for his time and personal touch .

Bob Haywood



Nat Gohl and Hannah Crichton
Photo: Richard Tapp



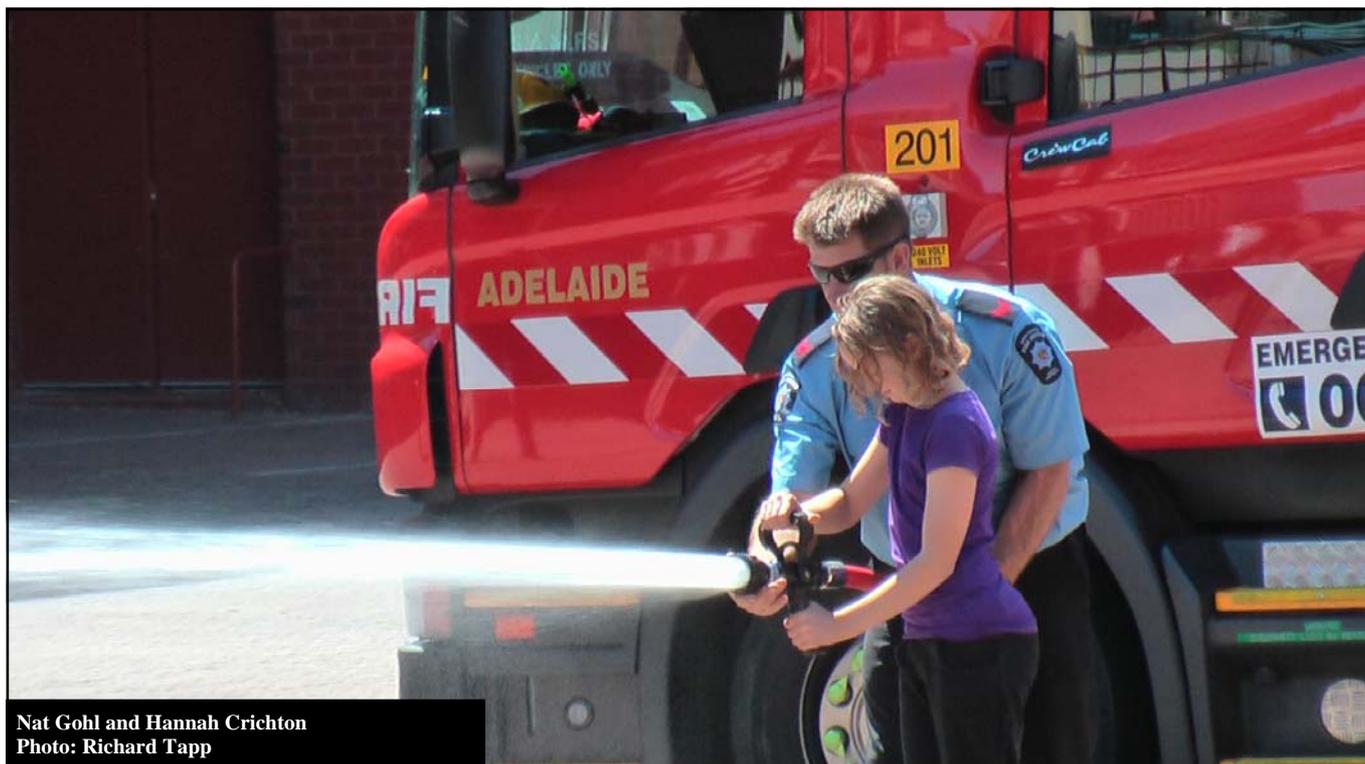
Garry and Rhonda Williams and their new ute
Photo: Richard Tapp

PAST EVENTS

Metropolitan Fire Station Adelaide (ctd)



Nat Gohl, Harry Stanley and Hannah Crichton
Photo: Bob Haywood



Nat Gohl and Hannah Crichton
Photo: Richard Tapp

PAST EVENTS

Limestone Coast Discovery Tour

29 Sep - 10 Oct 2009

Combine beautiful spring weather, twelve days soaking up some of the state's best scenery, friendly local communities and a dozen enthusiastic people, and you have the makings of a great trip - that's what we had hoped for and that's what we got, as we "discovered" all the things most of us normally drive straight past.

In brilliant sunshine, we met at Wellington for lunch before crossing the River Murray on the ferry and heading south to Pottaloch Station on the shores of Lake Alexandrina where we were taken on a very informative and interesting tour of this historic property, after which we crossed the water again, this time on the Narrung ferry, and made our way to Meningie for our first stopover and an enjoyable evening with the local car club, who provided an excellent BBQ tea which also included fresh Coorong mullet, barbecued to perfection.

Next morning we began exploring the northern end of the Limestone Coast, with our first stop along the Coorong at Parnka Point (a haven for many birds), followed by a guided bushwalk at the Coorong Wilderness Lodge which is run by members of the local Aboriginal tribe. One of the more unusual sights was emus crossing the Coorong waters - apparently this is quite a common occurrence.

On the road again, our next port of call was Jack's Point to view the pelican sanctuary, then Australia's first oil rig, at Salt Creek, and the



1850s gold rush ruins at Chinaman's Well with the added bonus of a large flock of black swans on the lake. Our arrival in Kingston was welcomed by local car club members who had gathered at Kev's Kollection to meet us and show off some of their "treasures", coupled with a delicious BBQ and crayfish.

Day 3 and, as we hit the road again, the breeze was brisk but the sun was shining. First stop was the huge marina development at Cape Jaffa, then a pleasant drive through Mt. Benson wine country and on to Robe for morning tea. The ruggedly beautiful coastline around Fishery Bay and the Obelisk kept the cameras clicking for quite a while, then we drove up to the Beacon Hill

Lookout for a spectacular view over Robe.

Next stop was "unscheduled" when Brian & Les ran out of petrol but they were soon on the road again as we went in search of the Woakwine Cutting, an impressive reminder of the South East Drainage Scheme - what an incredible feat of engineering that must have been!

It was then on to Beachport for lunch, before veering off the main road and on to Southend, a fishing town with lots of new development happening. Cape Buffon and Rainbow Rocks were certainly worth stopping for - we even found a "taxi" to take us in to Rainbow Rocks, to save unhooking the caravans.

We then spent two nights at Millicent



PAST EVENTS

Limestone Coast Discovery Tour (ctd)

which gave us time to see some of the many tourist attractions in the area.

Lake McIntyre was our first port of call on day 4, the weather was fine so we investigated the walking trail around the lake with all its wildflowers and birds. We then decided to do the Wind Farm Tourist Drive but a change of direction on the way took us to Canunda National Park and oil rig square (just because we could!) and a climb up the steep sand hills for the fit ones to gain a great view of the Southern Ocean. Our only sighting of a live echidna was on the way back to the tourist drive - we managed to photograph him as he tried to quickly bury himself in the sand.

The wind farm is massive, the largest in the Southern Hemisphere with 122 turbines, and it made our vehicles look very small indeed.

Millicent's Living History Museum was a very interesting and worthwhile stop and capped off a pleasant stay in Millicent.

Day 5 and we were on the road again, through Mt. Burr to Coonawarra and Penola where, as well as checking out the famous Mary McKillop story, we were treated to highland pipers and a "pink" street procession which turned out to be the start of a breast cancer fundraising ride from Penola to Casterton. It was quite a sight to see ponies wearing pink tutus, pink pyjamas and some even painted pink! Where we had parked our vehicles there was also a mini market, so we all stocked up on home-made jams and cakes. The Nangwarry timber museum wasn't open so we went straight on to



Mt. Gambier where we visited the Umpherston Sinkhole and the Blue Lake before having tea with the Mt. Gambier car club at their clubrooms.

Next morning we were off again, to Port MacDonnell, with a brief stop at Allendale East to look at the hole in the middle of the road - a sinkhole with a scary history.

By the time we reached Port MacDonnell it had started to rain, not heavy but enough to spoil the photos so we didn't hang around too long, as we had to be in Nelson before lunch. We spent the afternoon cruising the Glenelg River, up to the Princess Margaret Rose Cave - the rain had gone and the scenery was certainly different.

We first saw the cave 42 years ago and there have definitely been some major improvements since then!

Day 7 was a public holiday in S.A. but not in Victoria, as we headed north from Nelson through forest country, with lots of kangaroos and emus along the way. Our first stop was Dartmoor - we knew Greg McNair wouldn't be home, but we had to stop to see the Avenue of Honour, an incredible Memorial Streetscape of Atlantic Cedar tree carvings reflecting images and experiences of War Veterans, as well as the animals and nursery rhyme characters featured on more trees in the village green.

The drive north from Dartmoor took us through some of the most picturesque rolling hills/farmland you could ever wish to see - while some areas might be in drought, this country certainly isn't. Our lunch stop was at the historic Coleraine railway station (now the tourist office), and most of us also took the opportunity



PAST EVENTS

Limestone Coast Discovery Tour (ctd)

to stock up on groceries and visit the chocolate factory while in Coleraine.

Northward we pushed and on to Harrow, a town full of history and proud of it. While the guys paid a visit to Bernie Kelly's garage and transport museum, the girls found the craft shop with its folk museum, and some also checked out the Johnny Mullagh Cricket Centre. Soon it was time to leave Harrow, as the day was fast disappearing and we needed to get to our overnight stop at Little Desert Nature Lodge. While we had powered sites, it was in a semi-bush setting and some of us went looking for nocturnal creatures on the night spotlight tour as well as the Malleefowl aviary tour next morning.

At Little Desert we were joined for the night by our daughter, Allyson, and her two children, on their way home from Melbourne. It was also here, next morning, that we farewelled Alan and Frank Driver who had joined us at Millicent but couldn't do the whole trip because Alan had to get back for work.

Leaving Little Desert, we returned to South Australia via Goroce and Frances, heading for the Naracoorte area where we stayed two nights at Black Cockatoo bush camp, 10 kms out of Naracoorte. This was a great place to camp and our hosts, Ken & Liz Yelland, certainly made us very welcome. We did not have electricity but we did have flushing toilets and solar-heated showers. A couple of

small generators helped keep the fridges going.

A day was spent looking around Naracoorte, most people did their own thing, and some of us were able to see a very nice stable of Valiants owned by Graham & Rhonda Dohse whom we knew many years ago at Balaklava. Our second evening at Naracoorte was spent with the local car club members who provided a yummy tea at their clubrooms - and they had lots of cars, tractors, engines etc. to show off as well.

Day 10 and we were on the road again - we changed our plans (cos we could!) and took the back roads, and found a grass tree conservation park where we also spotted some yellow-tailed black cockatoos, before taking another unplanned route which led us past a ski lake which had dried out and an onion packing complex, and into Padthaway for morning tea, then we headed through Mundulla to Clayton Farm where we had lunch and spent the afternoon soaking up lots of history.

We stayed in Bordertown that night and, again, the local car club welcomed us with a delicious BBQ tea.

Day 11 took us across country to the coast, but there were so many things to see along the way - the Shearing Tree, Scrown's Runaway Hole, the Plaited Tree, a huge stand of Moreton Bay fig trees, Mt. Monster Conservation Park and the granite quarry, and some of the best canola

and bean crops we've ever seen.

Back on the coast, we headed for an ice-cream stop at Salt Creek before reaching our final camp site - Gemini Downs, a farm with camping facilities - very relaxing.

The bonus here was that they were starting shearing the next morning, so we got a chance to have a close-up look at shearing before we left.

Day 12 - a short run into Meningie where Gary & Barbara Hiscock welcomed us for morning tea, before we said our goodbyes and headed home.

We had 12 days of good company and good fun with some of the best scenery you will ever see, lots of bird life, wildlife, wildflowers, friendly local communities, and no rushing. Generally we sat on 65-70 kph, we kept off all the busy highways, the group was a good size and our plans were flexible - if we wanted to change the route somewhere, we did "because we could!"

So, who made the trip?

Barry & Chris Thomas (1960 Dodge Phoenix & caravan)

Brian Walsh & Les Johnson (1926 Chrysler buckboard & tent)

Trevor & Jeanette Bean (Land Cruiser & caravan)

Bob & Pam Lemon (Land Cruiser & caravan)

Roy & Norma Schopp (Toyota Coaster camper)

Alan & Frank Driver (1955 Desoto & caravan) - part trip

Thank you to all the members who joined us for this trip - we enjoyed your company, nobody had any serious breakdowns, the weather was perfect, and we all had fun. And thank you to all the car clubs along the way who made us so welcome.

Where to next?

Norma Schopp.

Photos: Roy Schopp



RESTORATION STORY

Les Sonter's 1938 Imperial Town Sedan Limousine

(Continued from last issue)

Anyhow years went by and one day while coming home from a Buick Gourmet Run the drag link fell off the pitman arm and all of a sudden no steering and bang straight into the side of some big gum trees which wrote off the Airflow, so that was the end of another rare car but life must go on so its back to the Imperial.

The engine was removed from the bent and twisted Airflow and put back into the Imperial, there appeared to be no damage to the engine except for some paint scratches and a busted petrol pump.

When I eventually got around to applying the colour coats a close inspection of the undercoat revealed that some of it was coming away and cracking from the bare metal, the obvious reason the undercoat had absorbed moisture even though it was covered in sheets etc. I dreaded the thought of having to do it all again but there was no alternative so it took me another three months to rub it back re-undercoat and rub it back again, by this time my arms were nearly rubbed off.

Well the colour coats were applied and what a job this turned out to be particularly the huge turret. I set up a scaffold and planks on both sides of the car then mixed up two pots of thinned and filtered paint to save time changing pots but with only a one man show it was impossible to avoid dry spots because I could not get around to the other side quick enough, I think I used three pots of paint with each coat on the turret alone. The dry spots were no real problem as you probably know; it rubs out all right. The rest of the body work went ok but it still took a long time.

After letting it dry for a couple of weeks the task of rubbing started again removing orange peel etc. every trace of imperfections were removed ready for compounding, buffing and polishing. For an amateur painter I was quite pleased with the final result.

All of the removable parts were also painted and finished as above, then bolted to the body with tolerances as

close as possible.

The next big job was the electrical wiring. The original harness was almost non existent and little of it for patterns. Nothing could be found in Australia or America so I contacted Electro-loom at Bellingen in northern NSW for their suggestions and they said make up a mock loom tape it all together then pull it out again and send it up to Bellingen and they will supply the new harness, this was probably a good idea but I didn't fancy taking it out again so being an electrician by trade I decided to do it myself.

I went to Grippy Rubber Products at Rydalmere and bought some special black flexible conduit with a split in it, this proved to be an excellent piece of equipment, I bought ten different colour rolls of cable from former club member Keith Baker at Auburn and the job was under way.

The only section of harness visible on the entire job is under the bonnet for ignition system, generator, regulator, starter motor and horns.. The rest of the wiring was entirely concealed in the chassis, boot, roof and the division window partition; I was very pleased with the result.

For the blinker lights I chose Harley Davidson units which are chromed and the shape blends in with the headlights, I had some new old stock original taillight harnesses which I used to run along the bumper bar brackets and up to the blinkers; these look like they belong there. Inside the front compartment a courtesy light is

situated above the driver with switch adjacent and in the rear compartment three courtesy lights are provided with automatic switching when either of the rear doors are opened, I also installed a light in the boot for convenience.

The next mammoth job was the inside trimming. The original was so badly deteriorated that virtually everything was useless even for patterns. I made up new door trims in plywood and the panels in the front beside your legs; also the sections where the blanked quarter windows are. For the rear arm rests I had to remove the ones from my Chrysler Royal and use them for patterns. These consist of seventeen different pieces of timber of all shapes and angles; it took weeks to achieve.

The rear seat had only half of it remaining so the rest had to be made by the trimmer. Before the headlining was installed, some heat resisting material was purchased about half an inch thick and installed under the



Taking shape



Beautiful grill chrome plated in Adelaide and almost finished

RESTORATION STORY

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

internal roof supports, this stuff is very expensive but keeps out eighty per cent of outside temperature. The same material was utilized under the floor carpet.

There was not much left of the two front seats so they were totally rebuilt. The timber framework for the bottom half of the front seat and the two side panels were badly rotted away, so they too had to be rebuilt.

Unless you have restored a limo you cannot imagine the amount of work involved in trimming the division window section together with the zipped covers that house the rear jump seats, luckily I purchased a complete roll of high quality vinyl from a retired trimmer by the name of John Rowlings some twenty five years ago; I would hate to have to pay for it with today's prices. There was just enough to complete the job. The backing on the two jump seats were also beyond repair, so the trimmer had to rebuild those and that was quite a job. He also supplied and fitted a special trim to go inside the boot; it looks great.

The exhaust system was totally replaced by a man with a mobile workshop who did an excellent job of installing the pipe through the chassis instead of under it. This expels the gasses through a genuine long flat muffler which has Chrysler inscription on the bottom side of it. The job of putting the pipe through the chassis was made fairly easy as the depth of the chassis is nearly eleven inches in the centre.

I engaged the services of a mobile windscreen man to install the new screen and two rear windows. He asked if I had the rubber. The answer was yes but when he arrived he observed it and remarked that the rubbers were incorrect. Apparently they fitted a 1932 Chev.

I had been storing these rubbers for twenty five years awaiting their installation, so back to Spectrum Rubbers at Dunheved to purchase new ones. I ring the man to come out again and fit the screen which he does no problems but when he comes to fit the rear ones, lo and behold they don't fit. I could not believe it. Different rubbers

for front and back. You can imagine I'm getting pretty frustrated by now. Back to Dunheved, purchased some more, call man again; this time success. Finished at last.

Another major hurdle was the installation of door locks, window winder mechanisms, bailey channels, quarter windows, weatherproofing etc.

All of the runners and the channels for the glass were rusted out so new ones had to be sourced; luckily I had all of them in my spare parts collection. Every piece of glass was replaced; one new door lock mechanism and two window mechanisms were supplied by Tony Noonan.

I wasn't to know it but I had to go to Spectrum Rubbers three times to buy quarter window rubbers before I perfected it. I spent a lot of time doing this work as I wanted a good job; I also spent weeks trying to get the driver's side window glass to go right up even after buying a new regulator which wasn't the problem anyhow.

Chrysler brakes are usually no problem as they are so good and easy to adjust, so I was not particularly concerned when it came time to do this part of the job. All of the braking components were reconditioned and stored years ago, all of the shoes, cylinders, cups, dust covers, master cylinder, booster etc were connected up but alas something was wrong with the main copper pipe that screws onto the rear of the master cylinder. It was too short and the thread was incorrect, so I took it out and sent it to

a brake specialist and asked to have a new one made and he says can't make it in copper as its illegal; I will have to make it in steel. So I said fair enough, I will pick it up this afternoon, which I did and screwed it back into the master cylinder, fill with fluid and it's ready to bleed. All attempts at gaining a pedal fail. We figure it's the booster so remove and send to Bert Bros at Fairfield who informs me that the diaphragm is bugged, because its been sitting around too long.

I had one of these in my stock but could not find it, so \$250 later the booster is put back in. I found that new diaphragm two weeks later.

Bleed the brakes again; still can't get a pedal. Remove master cylinder and dismantle. Find bit of rust, so clean and refit, bleed system, still no brakes. Remove cylinder and take to specialist with instructions hone it out & fit new kit. Bring back reinstall, bleed & find



Ready for transport to trimmers 2006 final job. 3 months later entire car was to be stripped to bare metal and start again.



The three musketeers Joe Doyle, Ray Smith and Russ Cope

RESTORATION STORY

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

we have a bit of a pedal but will not hold pressure, air leak somewhere. Pull off flexible hoses & find two copper washers not sitting properly, so replace. Also found new steel pipe I had made up has got a split in one end. Remove, take back to specialist, have another one made, reinstall, bleed system & guess what? Still no brakes. Remove cylinder again, return to specialist, ask him to check the little port hole is drilled right through. When I returned in the afternoon, the man in the office said "the mechanic has gone home and to inform me that the little port hole does absolutely nothing". It was then I realized I was dealing with brake specialist idiots. All this went on for nine weeks and I was trying to have the car ready in time for the National rally in Geelong in September 2004 and still the trimming had to be done.

Club member Geoff Grierson helped me throughout the ordeal of the brakes and in the end he suggested we remove the master cylinder again, mind you I had taken it out so many times I could do it in 4 minutes. Geoff honed the cylinder again, put it together, remounted back in chassis and filled with fluid, bled system & presto I have brake pedal & brakes. It would appear that the cylinder was honed untrue which left something like a hit & miss, air was being sucked in through the uneven grooves. That damned so called brake specialist cost me nine weeks hard labour, so I have brakes but now discover a rear wheel cylinder leaking and the brass gland holding the pipe to the booster is split so these will have to be repaired.

The motor trimmer then informs me that he is so busy he is unable to concentrate on my car alone, mainly because of his steady customers that keep him in work so that was the end of Geelong.

After the National Rally I lost interest for a while as I was so keen to participate in that rally (I suppose you can understand why). Eventually the car was delivered to the trimmers at Seven Hills and it took three months to complete.

When the car arrived back home I

noticed that one of the back doors would not open; no amount of persuasion would open it. The problem, I thought was the centre post saw tooth. Together with Geoff Grierson we eventually released the latch off the sawtooth with a knife damaging the paintwork in the process. I filed back the sawtooth and everything looked alright so I closed the door to the second latch and you guessed it the bloody door would not open again. This time I had to remove the garnish mould, then the new inside trim, then the door lock mechanism and it was here I discovered the problem; a joining bolt was jamming on the lock release button, so it only required drilling another hole & adjusting the movement.

Just when I thought everything is going alright, another mammoth problem emerges. The paint work is starting to get fine cracks in the four doors, boot lid and nosecone; everything else appears perfect. So now I'm getting worried. Everything was done the same way. Same thinners, primer surfacer, same brand paint, all was warmed up and prepared before painting. So who knows at this stage what happened, it does appear to be coming from under the undercoat, not the paint, so I'm going to seek professional advice.

Just when you think the story is finished its about to start again, I did get professional advice from an excellent painter by the name of Frank Pudarich of Austral near Liverpool who is highly regarded in the hot-rod scene.

After a lengthy examination of the

paintwork he informs me that the problem has got nothing to do with my spray painting but I simply received a bad batch of acrylic lacquer, which can be a problem these days as there is not much demand compared with two-pack. I was talking to a guy in Melbourne who had exactly the same trouble with his paint, the colour and brand being the same in acrylic.

Anyway the painter informs me that the only way to fix it was to take it back to bare metal and start again. You could imagine the look on my face when I thought of the work involved for the third time. A price was negotiated with Frank after being brought back to bare metal.

I did not have the heart to spray it myself so after a lot of swearing and cursing I settled down to the task of removing all doors, mudguards, boot lid, nosecone and grill, bonnet and side plates, six wheel equipment covers, seven wheels. These were all delivered to Impact Glass Beading at Blacktown



Inaugural test run around the block



Transporting passengers again for the first time in 45 years

RESTORATION STORY

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

to be blasted to bare metal.

Everything had to be removed badges, scripts, lights, bumper bars, running boards, grill, brackets for spare wheels, rubbers and chrome strips. What a job removing these strips, as I put them on with little nuts and bolts. The hardest ones to remove were the ones running from the back of the rear door to the boot area, as the trimming was complete I could not get to these bolts. Many hours of work eventually paid off.

The Imperial was transported to the paint shop at Austral, a suburb of Liverpool and after three months the job was done beautiful and returned to my place.

Then the reassembly started once more and you guessed it, another big problem arose. When I took all the panels to the glass beading factory I took great care to ensure the glass in the four doors was well protected by insulating with masking tape to avoid damage to the glass but alas I completely forgot about the holes where the chrome strips go and the sand or beads penetrated through the holes and destroyed every piece of glass so once again it all had to come out together with bailey channels etc. New glass was cut and although the rear ones went in alright, the front glass would not run to the top of the door, so thinking it was the mechanism worn too much, I purchased two new ones from Tony Noonan. Put them in. Made no difference. By this time I had found one of the original glasses, then compared them with the new ones and they were out to buggery. Out they come again. New glass cut, put back in. This time they worked.

Still having trouble getting windscreen wipers working correctly, eventually purchase a complete kit off a hot rod supplier at Newcastle and yes this was the way to go.

Also horns not acting correctly. They blow all the time. Cant stop them. Eventually find problem; after sitting around for some thirty odd years, the pinion seal is leaking. Can't find one anywhere; I had a new one in my stock.

Now the water pump starts leaking badly and sprays entire engine bay with rusty coloured water. Get pump overhauled again then repaint all engine bay. Now the transmission is leaking but this might take up when car is registered. Drivers side door lock assembly now breaks, so its back to Tony Noonans for a new one. Refit. Perfect. I'm getting sick of typing, so that's the end of the bloody story.

Not much history is known about the Imperial. It has a fully imported Briggs body, no 127 out of only 145 made. Apparently it was made right hand drive from the factory. It has never been left hand drive as no holes exist in the chassis where the steering box goes and the insert in the firewall is still intact in its original position.

It is thought to have arrived in Melbourne late 1938 to be used exclusively as a hire car because the radiator has a Melbourne repair on it and when the division window was removed an inch of confetti was found at the base. Nobody knows how it finished up in Brisbane, but Walter Ireland bought it off local aboriginals, probably because they could not repair that off-set starter motor. The only structural damage was a large dent in the bottom of the chassis and a big dent in the top of one rear guard which looked like it had been panel beaten with a brick. No more information is known. It appears to be the only one ever to come to Australia, the only other one known to exist is in the United States, which is also a town sedan limo.

Some unusual features are it must

have come out late in 1938, as its fitted with a 1939 C23 engine not a C20. Also the front seat has no adjustment. This could be quite awkward if you have long or short legs. The running boards are fitted with polished stainless steel strips that fit between the rubber matting, the word custom is mounted on the side of a bonnet strip on one side only.

It rides on a 144 inch chassis and weights just under 2 ½ tons.

When I got it, it was bugged so I restored it to pristine condition. Now I'm bugged and need restoring. Any takers?

Les Sonter

1938



A proud moment



The people who helped with the restoration and their wives.

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Walter Percy

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Name Badges are supplied by the Club when you join. But if you would like to upgrade, you may purchase a smaller name badge which is manufactured

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Please contact Lorraine Beythien at the meetings or by phone at 8449 8905

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Total \$.....	

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