



**THE  
CHRYSLER  
COLLECTOR**

**Number 190**

**September / October 2010**

**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

Metro single \$30.00 - Metro family \$35.00 - Country single \$20.00 - Country family \$25.00  
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

### Club Officers

|                                     |  |              |
|-------------------------------------|--|--------------|
| <b>President:</b>                   | Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093.....                       | 8263 5416    |
| <b>Vice President:</b>              | Cathy Woods, 4 Peter Place, Campbelltown 5074 .....                          | ah 8165 3971 |
| <b>Secretary:</b>                   | Graham McRae, 26 Fisk Avenue, Glengowrie 5044.....                           | ah 8295 2615 |
| <b>Asst. Secretary:</b>             | Ross Fleming, 1 Good Street, Fulham 5024 .....                               | 8356 9391    |
| <b>Treasurer:</b>                   | Alan Driver, 6 Hastings Road, Brighton SA 5048 .....                         | ah 8298 1194 |
| <b>Editor:</b>                      | Richard Tapp, 17 Simpson Parade, Goodwood 5034 .....                         | ah 8271 6961 |
| <b>Librarian:</b>                   | Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 .....                  | ah 8261 7971 |
| <b>Assistant Librarian:</b>         | Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 .....                 | ah 8251 3240 |
| <b>Technical Liaison:</b>           | Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....                      | 8264 2261    |
| <b>Public Relations:</b>            | Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020 ...0409 096 070 ..... | 8449 8905    |
| <b>Runs Coordinator:</b>            | Brenton Gibb, 18 Caroonia Avenue, Para Hills 5096.....                       | 8263 2908    |
| <b>M/ship Vehicle Records:</b>      | Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....                            | 8337 7887    |
| <b>Historic Vehicle Registrars:</b> | Chris Howes, 4 Peter Place, Campbelltown 5074 .....                          | ah 8165 3971 |
|                                     | Cathy Woods, 4 Peter Place, Campbelltown 5074 .....                          | ah 8165 3971 |
| <b>Committee:</b>                   | Bob Haywood, 2 Rosemary Street, Woodville West 5011 .....                    | 8268 3508    |
| -                                   | Greg Lind, 56 Currawong Crescent, Modbury Heights 5094 .....                 | ah 8263 6998 |
| -                                   | Jenette Black, 41 Reservoir Road, Hope Valley 5090 .....                     | 8264 2261    |
| -                                   | Ian Whittaker, 1 Brendan Street, Christies Downs 5164.....                   | 8384 3001    |
| <b>Federation Rep:</b>              | Graham McRae, 26 Fisk Avenue, Glengowrie 5044.....                           | ah 8295 2615 |
| <b>Combined Car Clubs Rep:</b>      | Ken Barnes, 21 East Avenue, Millswood 5034.....                              | 8293 7923    |
| <b>Historic Vehicle Assessors:</b>  |  |              |
| <i>South:</i>                       | Brian Miles, 40 Kym Street, Port Noarlunga 5167 .....                        | 8327 1933    |
| <i>Central:</i>                     | Garry Williams, 11A Wisdom Street, Seaton 5023.....                          | ah 8353 0027 |
| <i>North:</i>                       | Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 .....                 | ah 8251 3240 |
| <i>North:</i>                       | Jeffrey Knowles, 7 Stanley Street, Hillbank 5112.....                        | ah 8255 8671 |
| <b>Public Officer:</b>              | Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168.....                  | 8386 2931    |
| <b>Catering Coordinator:</b>        | Rae Cowie, 4 Grassmere Close Coromandel Valley 5051 .....                    | 8270 1829    |
| <b>Club Tools held at:</b>          | 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 29 October 2010. Corrections/amendments until Sunday 31 October 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

Second Wednesday of each month except January

### CLUB RUNS / EVENTS

**27th Sep - 2nd Oct 2010**

Chrysler Restorers Club 12th National Tour Renmark Tour. Entries Closed.

**17th October 2010**

Thorndon Park (Chris Howes)

**30th October 2010**

Chrysler Restorers Annual Dinner at Oakden Central, Fosters Road Oakden

**14th November 2010**

Railway museum, ideal for kids.

**5th December 2010**

Club Christmas picnic Beefacres Reserve Sharon Gibb 82632908

### INVITATION/OTHER CLUBS' EVENTS

**17th-19th September 2010**

Toop & Toop Rock & Roll Festival Victor Harbor.

**19th-24th September 2010**

Dodge Brothers Club Australasia

Inc. National Rally Barossa Valley. Entry Forms Brenton Gibb

**24th September 2010**

30th Anniversary Bay to Birdwood dinner at John DiFede Reception Centre. Entry forms Brenton Gibb (82632908)

**26th September 2010**

Bay to Birdwood for Vintage & Veteran Vehicles. Vehicles built up to & including 1918 entry form to be filled in but free Entry. Entry forms available Brenton Gibb.

**2nd 3rd & 4th October 2010**

Riverland Vintage Classic Car Run Waikerie, Entry Forms available from Brenton Gibb

**3rd October 2010**

Edithburgh Show & Shine at Edithburgh Oval. Entry forms available Brenton Gibb

**31st October 2010**

Down Under London to Brighton Run for Veteran Cars, Bikes & Commercial Vehicles. Entry Forms Available Brenton Gibb.

**6th & 7th November 2010**

Rigs on the run tour. (Hosted in Meningie by Coorong Mechanical

Restoration Club). Entry forms Brenton Gibb

**28th March 2011**

Federation Tour, Meet the Clubs Tour, South East & Kangaroo Island

**10th -15th May 2011**

The World's Largest Cornish festival " Kernewek Lowender." Copper Coast Cornish Festival

The RAA Classic Cavalcade of Cars and Motor Cycles on Sunday 15th May 2011.

### SWAP MEETS

**19th September 2010 - Gawler**

**17th October 2010—Strathalbyn**

**14th & 15th November—Bendigo**

*Brenton Gibb*

### Entry Forms etc

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

## Welcome to our New Members

New members will be acknowledged in our next issue.



## Blackwood High School 50th Birthday - 2011

The club has been approached by Blackwood High School about the possibility of five club members displaying their **1960's** vehicles as part of a static display.

The event will be on Sunday 10/04/2011 at the school.

(This is the last Sunday of the Regal Ramble and therefore car club members



on this tour will still be on Kangaroo Island.)

More details will be available closer to the time.

Please contact me if you would like to be involved.

**Cathy Woods**  
**ah 8165 3971**

## Cover Photo

Les and Barbara Kennedy's 1932 De Soto SC sedan, photographed at the Chrysler Restorers Club 30 anniversary. *Photo: Richard Tapp*

## COMING EVENTS

### An Educational Tour

**Sunday 17th October 2010**

Meet at Club rooms 10.30 for 11.00 start – a metropolitan run to Thorndon Park Reservoir at Newton, along the way you get a chance to view some of the earlier schools built in Adelaide. BBQ facilities available, bring you own chairs, food etc. Details Chris Howes 81653971.

### Railway Museum run

**Sunday 14th November 2010**

Meet at ETSA Park Netball Stadium car park, Railway Tce Mile End at 9.30am for a 10am departure for a leisurely Cruise down to the coast and on to the Railway Museum at Port Adelaide. A large display of locomotives & carriages with plenty of interactive activities for both children and adults. Model train rides along with a very large scale model train set. Cost is at a reduced fee of \$7.00 adults \$4.50 children & under 5 is free. A Great run for the grandkids. There are tables & chairs available inside the grounds so bring along a picnic lunch.

### Christmas picnic 2010

**Sunday 5th December 2010**

2010's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, near the Darley Road Bridge. Assemble at 10.15am at the CRC clubrooms for a 10.45am departure. On arrival at the reserve there will be various activities to entertain the children.

A 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 (2 adults only + children under 12) 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, sex and ages to allow time for purchasing & wrapping of gifts. Please let us know all details by the 12TH November, 2010

**(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](mailto:bskamgibb@adam.com.au)

### Dodge Brothers Club 2010 National Tour

**19-24th September 2010**

This tour is to be held at Nuriootpa prior to the Bay to Birdwood and the CRC 12th National Tour at Renmark. Entry fee is \$100 and covers BBQ on Sunday

19 September, Dinner on 23rd September, Farewell breakfast on Friday 24th September as

well as entry bag and badge. There are some lovely runs around the Barossa the longest being to Clare a return distance of 112 miles. A number of interstateers will be attending and people from New Zealand, some will be doing the Bay to Birdwood then onto the CRC Tour. Base for the tour is the

Barossa Tourist Park at Nuriootpa. Dodge badged cars built from 1914-1938 are eligible for entry. Entry forms are available from Brenton Gibb.

**Enquiries to Ken Barnes  
8293 7923 or 0414 332 594**

### 2010 Chrysler National Tour

We look forward to meeting everyone and a having a great time at Renmark for our tour in September.

**Trevor & Lorraine Beythien  
Tour directors**

## FROM THE COMMITTEE

### President's Message



Well it is time to shrug off the winter blues as we look forward to warmer days. Our committee has met and is planning the balance of this years activities with the National Tour currently taking centre stage. Trevor and Lorraine Beythien and their tour committee are working relentlessly to ensure the success of this great event. I am sure when the tributes start rolling in there will be a huge sigh of relief.

The annual dinner and awards night on October 30<sup>th</sup> looks exciting and Jeanette Black is honing her skills to arrange a great night with a few surprises, I suggest you book early.

We decided to not have a club organised run in September as there are numerous outings that many of our members are attending. The Bordertown Rally, Old Car Day September 1<sup>st</sup>, Dodge Four Rally in the Barossa, the Bay to Birdwood run and the events surrounding it, and of course our National Tour. It is a busy month, hope you enjoy it.

The Christmas picnic is not far

away and again we have hired the Beefacres Reserve which is very suitable for our family celebration. Last year the children's activities were changed slightly, and from reports received, the kiddies enjoyed it so much we will do it similar again this year.

The photo shoot for our 2011 calendar was a real hoot with high fashion for some, coming to the fore. The finished article will be a priceless memento for those who featured in the photos. It was also great to welcome quite a number of new members with their cars on the day. With the weather so fine and sunny and the grounds green and lush it all provided a great photo opportunity.

Our team of camera men lead by Richard Tapp took hundreds of shots and they appeared on our website that night. They will require a lot of editing but once finished, should be quite spectacular. Many thanks to them and to Karl at Townsend House for hosting the event.

I must pay tribute to Greg and Ann Lind for arranging the indoor bowls run in July. The weather was a shocker but the morning tea at Prices Bakery

was terrific. The bowling that followed was interesting to say the least. Two hours of bowling was fun at the time but it took its toll on numerous seniors who were in recovery for some days (in my case, weeks) after the event. Thanks Greg, the injection hurt like hell!!

Very soon will be the time to start recruiting for next years management team. Remember a vibrant club is built on enthusiasm – enthusiasm comes from newly elected people wanting to make a special contribution to the club. Please consider what difference you can make to our club and put your name forward when the time arrives.

Our hard working editor and his wife are having a much deserved holiday. Richard displays so much enthusiasm for the enormous workload he undertakes that it is difficult to express in words our appreciation. Let's try – Thanks a million – Well Done – “Good onya mate we couldn't do it without you”.

Enjoy your holiday and recharge the battery.

Happy motoring

*Lindsay Gibb*

## From the Editor

### CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Cathy Woods, Ken Barnes, Trevor and Lorraine Beythien, Lindsay Gibb, Bill Watson, Chris Howes, Colin Ker, Barry and Jule Just, Matthew and Bob Haywood, and Graham McRae.

Our thanks to the magazine despatch team, being Judy Hart Bob Haywood, Garry Williams and Dean Davis.

*Richard Tapp*

### WEBSITE STATISTICS

|           | July<br>2010 | August<br>2010 | 27 August<br>2009 |
|-----------|--------------|----------------|-------------------|
| Visits    | 1,159        | 939            | 1,173             |
| Pages     | 1,825        | 1,549          | 1,802             |
| Megabytes | 3,507        | 3,190          | 3,462             |

Statistics exclude photos and videos.

## CLUB NOTES

### Federation Meeting Report



**21 August 2010**

International Like Minded Owners Inc (trucks & Scouts) elected to membership.

**HVRS:** "TBA" regarding registration numbers on returns is unacceptable - must have number before issuing logbook. Member clubs' logbook price increase to \$2 from today to cover increased postage and administration costs. 30 non-member clubs obtain logbooks.

**Regal Ramble:** second pre-tour commences Friday 27/8. 97 expressions of interest to date.

**Bay to Birdwood Run:** 1252 entries, only 48 Veterans. Entries still accepted. Dinner cancelled due to lack of support.

**Motorfest:** Morris Register event fully booked. Still openings in others.

**HVRS:** if rego expired more than 12 months, proof of club membership required by DTEI. Application form available from ServiceSA to request retention of plates. Two vehicles have recently been issued Historic reg without MR334. [ServiceSA caught out issuing registration with MR334 but telling owner he could drive vehicle home without a logbook. To be followed up.] Some clubs applying to be recognised have been rejected by DTEI due to non-complying constitutions. "Some" vehicles on scheme are being reviewed by DTEI. Special Interest Vehicles Group application ongoing.

To view US systems see

"www.historicvehicle.org". Very interesting site.

**Cash for clunkers:** has no substance. AHMF has written to both major parties pointing out flaws in the concept.

**Ethanol:** E10 will gradually replace 91 octane, starting in NSW next year. Already done in Sydney metro. Alternative? Use 95 octane and/or update all rubbers throughout fuel system. E85 eats some metals (including brass) as well as rubber.

Pre-'89 imports: if modified, even by replacement parts, Customs regards the most recently-dated component as determining the year of the vehicle. Pre-'89 replicas are allowed in.

One-make clubs: legal advice to be sought re issuing MR334 for other makes. At this stage still believed advisable to add suitable clause to club supplementary rules as a first step, with view of incorporating in constitution at next update.

**AHMF AGM:** archives have been stored in the Australian Motorlife Museum, Wollongong [another website worth seeing]. ATO has ruled (just for AHMF) that tax returns are not required and auditor agrees they don't pay tax, but funds have been put aside just in case.

**Interstate HVRS:** WA - \$37.40pa - restricted to club events and testing; NT - \$100pa - 90 day limit; ACT - \$80pa, but must have another vehicle on full rego - trying for logbooks; Qld - (cost ?) any vehicle allowed - trying to get centenarian vehicles exempt from fee; NSW - \$46pa - club runs and testing only - annual inspections, Bush Council can do; Vic AOMC & Vic Fed - looking for logbook system - option of 45 or 90 days promised (\$50 or

\$100pa?) - some modified vehicles to be removed from current scheme.

Robert Shannon Trust - SA application failed, not technical enough: 4 of 8 succeeded, receiving \$1,000 each.

**Child restraints** - SA only State where historic are exempt. Can apply for individual exemption in WA. Qld will not allow under 16s to be unrestrained in any vehicle. SA drivers carrying children interstate will be prosecuted under other State laws, despite being ok here.

**Legal advice at meeting:** Federal law overrides State law - but try telling your local SAPOL traffic cop that you're allowed a 10% error on your speedo and see how far you get!

**AOMC & RACV** have conducted a fuel survey, to be published in *Australian Classic Car* magazine and on website.

Steve Henderson was elected AHMF vice-president, Morvan Green public officer.

Next federal AGM in Adelaide 23-24/9/2011.

AHMF survey: all clubs are urged to issue to members. Submission deadline extended to 31 October.

**Public consultation:** DTEI is to hold a series of meetings on road safety commencing 9/9/10 at metro and country centres. Good idea if Federation members can attend. Details on DTEI website.

**FHMCSA AGM:** 126 member clubs. Subscriptions increased to \$50 to cover increased costs.

Steve Henderson re-elected president and Morvan Green vice-president unanimously.

**Next meeting:** 16/10/10.

*Bill Watson*

## CLUB NOTES

### Member Profile - Colin Ker

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

Colin Ker, married to Mem and have a son, Neil. For a great deal of my life I have lived in the West Darling district of New South Wales involved in station life near Broken Hill. We have spent the last 30 years on the land at Yankalilla.

**HOW DID YOU FIND OUT ABOUT THE CHRYSLER RESTORERS CLUB?**

Through Max Noske

**DID YOU KNOW ANYONE IN THE CLUB?**

No, not before-hand

**WHAT YEAR DID YOU JOIN THE CLUB?**

I joined in 2006

**WHAT CAME FIRST THE CAR OR THE CLUB?**

The car came first by about 12 months.

**WHERE AND HOW DID YOU FIND YOUR CAR?**

Initially I wanted to restore a 1946 Dodge ute, the reason being that I spent several years roo shooting in one. The first car I restored, a 1923 Dodge which came from near where I live. The next one was a 1926 Dodge from Murray Bridge and a

1946 Dodge ute from Taillem Bend.

**DID IT NEED RESTORING OR WAS IT ALREADY DONE?**

All vehicles were fully stripped, sand blasted then fully restored.

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

Yes, Max Noske for the first 2 vehicles was always there for support and contacts.

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

My first attempts at spray painting were a disaster.

**DO YOU ENJOY GOING ON CLUB RUNS AND ATTENDING MEETINGS?**

Unfortunately I haven't been on any club runs or meetings except for the Bay to Birdwood in my 1926 Dodge. Back in June/July I drove the 1946 Dodge ute to Brisbane doing 4,481 kms, it didn't miss a beat.

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

Unlikely, no one does. But I have a good web sites in the USA to seek parts from.

**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 was glad for Colin to have such an interesting hobby and Dougal the 1926 Dodge was used for a station wedding up near White Cliffs in New South Wales.

**HAS HIS EFFORT BEEN WORTH IT?**

Yes, he amazed me finishing the 3 Dodges as well as he has. They all have nick-names; Daisy- 1923 Dodge, Dougal-1926 Dodge and Dagwood the 1946 Dodge ute.

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

Oh, there is always something needed and often it is nice to help someone else too.



## CLUB NOTES

### Historic Registration and The Code of Practice

*Continuing on from the last magazine, here are a few more extracts from the DTEI Code of Practice which determines the eligibility of a vehicle for Historic Registration.*

These series of articles to date have focused on the vehicle eligibility criteria, as determined by the Code of Practice, for a vehicle to be registered under the historic Registration scheme. We conclude with an extract from the Code relating to Brakes, Transmissions, Engines, Wheels/Tyres and finally Variations.

#### **Brakes**

Disc brakes may be fitted provided they were an option at the time of manufacture of the vehicle. If fitted, they must be the same size and type as provided by the OEM, with the same type calliper.

#### **Transmission**

The transmission must be as fitted by the OEM, or an option available from the original vehicle manufacturer at the time of manufacture. Column change can only be altered to a floor change or visa versa if it was an option on that particular model of vehicle. The selector, either manual or automatic, is to be of an original type for that model of vehicle. Variations to a gear selector can be made to cater for a person's disability if supported by medical recommendations.

#### **Engine**

The engine must be of the size, make and configuration as provided by the OEM or an engine that was available to that make, model and year of manufacture. Inlet and exhaust manifolds, carburation, air cleaner, camshaft and heads to be as originally supplied by the OEM or available as an option. Variations are limited to OEM reconditioning tolerances. Crankshaft stroke must

remain standard for the model and year of the vehicle.

Air cleaners are permitted to be fitted where the OEM did not provide them as original equipment. The fitting of LP Gas as a single or alternative fuel is not acceptable unless originally supplied by the vehicle manufacturer. If already fitted it must be removed within 2 years of the date of this code.

#### **Wheels and tyres**

Standard or OEM optional wheels can only be fitted provided they were available on that make, model and year of vehicle. Tyres must be suitable to the size of rim fitted, but may be of modern design. Beaded edge rims and tyres may be replaced with well-based or straight-sided components, provided the external diameter, offset, style, material and width of the rim and the overall diameter of the tyre/rim combination are not altered by more than 10%.

#### **7.1 Variations**

The electrical system may be upgraded from 6 to 12 volts.

If an original part is no longer available or deemed to have been manufactured to an inferior (unsafe) standard, then the club is to liaise with the Federation, who can provide a determination if the part is considered acceptable.

The part will only be considered if the original cannot be sourced, is deemed unsuitable due to its quality of manufacture, is identical or as close as possible to the original in all aspects and does not affect the performance of the vehicle.

Vehicles manufactured prior to 1949 may be fitted with replacement components from the same make of vehicle manufactured within 5 years from when the original vehicle was manufactured

if they do not detract from the spirit of the original vehicle.

Acceptable accessories are restricted to those offered by the OEM or the OEM's authorised dealer at the time of delivery as a new vehicle. i.e. GMH/Nasco. The vehicle owner may be required to submit evidence of the availability of an accessory at the time of delivery.

Any alterations should be restricted to those required to ensure the safe use of the vehicle on the road, or because relevant parts are no longer available or possible to make at reasonable cost. Vehicle alterations should be in a way that the vehicle is able to be converted back to original condition with the least possible effort, damage and cost.

So as you can see there is a tight control on changing a vehicle in any way shape or form from its original configuration; the job of ensuring these rules apply falls to the Club Registrar and Club Vehicle Assessors at the time a member requests to have a vehicle put on the scheme.

The Variations clause gives some scope to overcome issues such as lack of suitable parts; our sole variation to date has been the permitted use of extractor exhaust manifolds for the Valiant 225ci engine. As our vehicles get older it stands to reason that there will be more Variation requests, to obtain approval you need to be able to offer strong evidence to substantiate your request.

In our next article we will focus on the use Log Books and your responsibilities as a Historic vehicle user.

*Chris Howes*



# PAST EVENTS

## From Bakery to Bowling

As we woke up and opened the curtains, the weather outside was cold and wet. That was when we started to look forward to hot coffee, tea, pastries and cake at Prices Bakery for morning tea. Some members left from the Club rooms where it was apparently raining quite heavily. Other members drove directly to the bakery through a steady drizzle. We all congregated at the bakery from 10am onwards under the vergola. It was very cold inside despite the heater being on, so the hot coffee and goodies went down well, and it soon became increasingly noisy with lots of chatter amongst members.

At 11.15 some of our members departed to other destinations, whilst the majority headed towards Bowland at Brahma Lodge to burn off the calories from morning tea. When we arrived at Bowland we quickly formed our teams. Some good friends of ours, Ian, Karen and Shane

Emmett joined our team. At 12.00 the staff at Bowland welcomed us and then the 2hrs of bowling began.

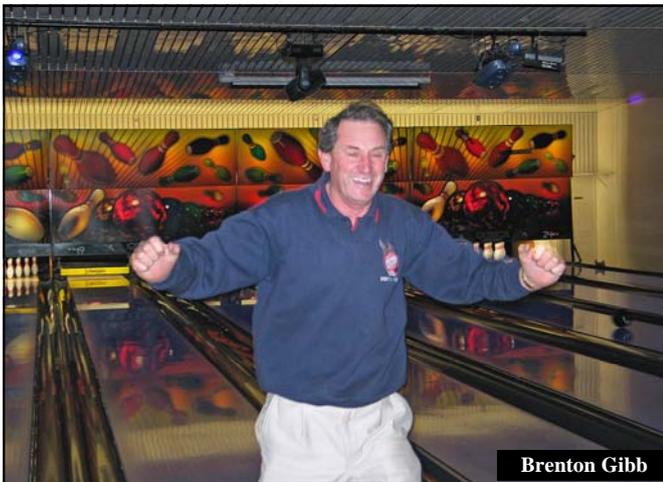
As members got strikes their team members gave them a rounding cheer. Everyone seemed to have a great time, but there were probably some aches and pains in some muscles after this activity.

The highest non-member score was Ian Emmett with 161. Lowest non-member score was Nicole with 44.

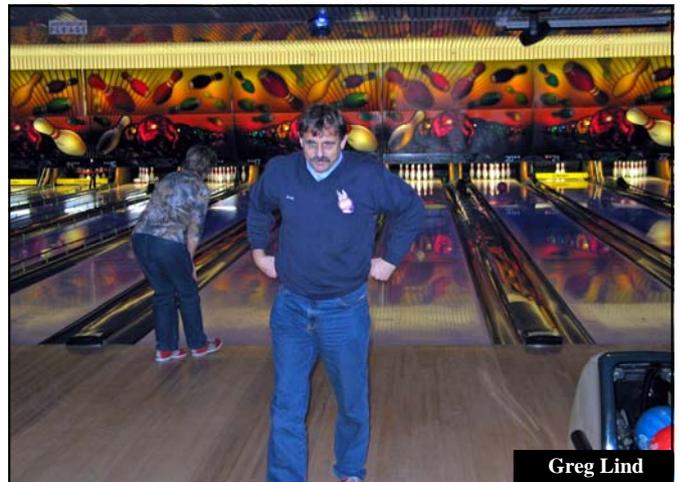
The highest member score goes to Ashley with 152. Lowest member was Carole with 50.

Thanks to Greg for organising this great outing.

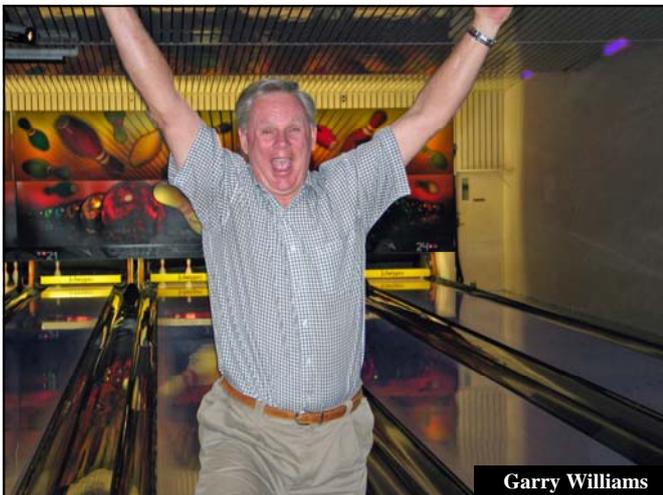
*Barry and Jule Just.  
Photos: Richard Tapp*



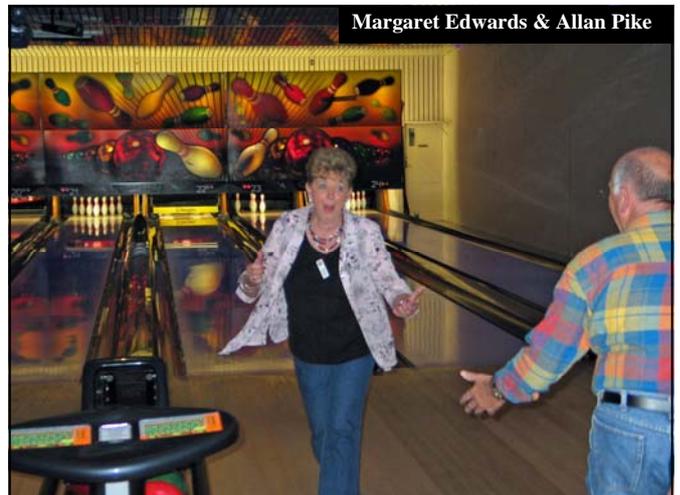
Brenton Gibb



Greg Lind



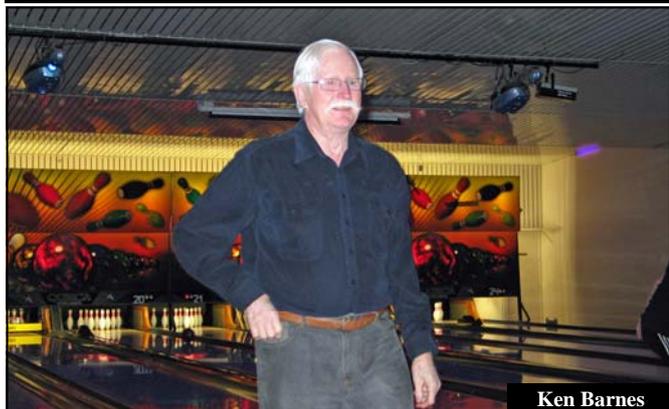
Garry Williams



Margaret Edwards & Allan Pike

# PAST EVENTS

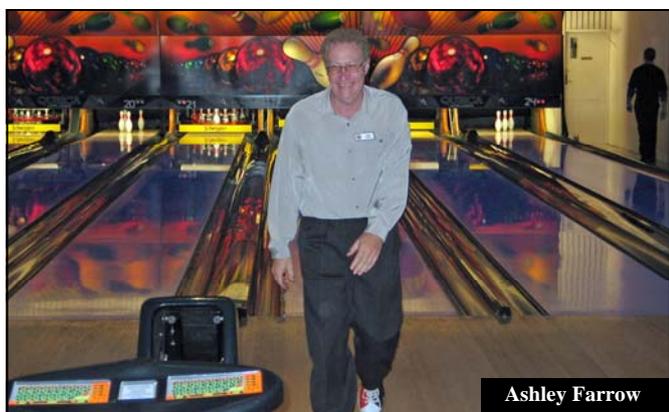
## From Bakery to Bowling (ctd)



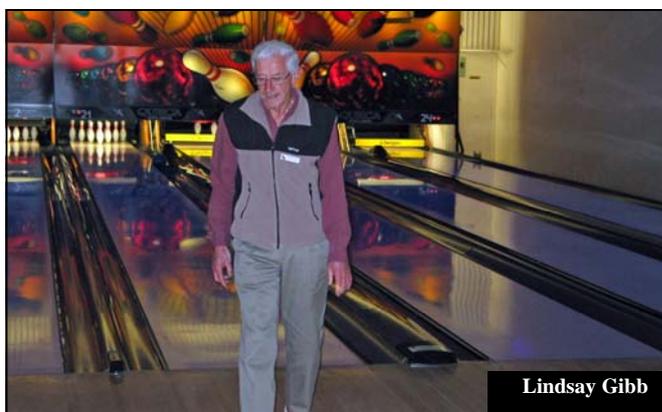
Ken Barnes



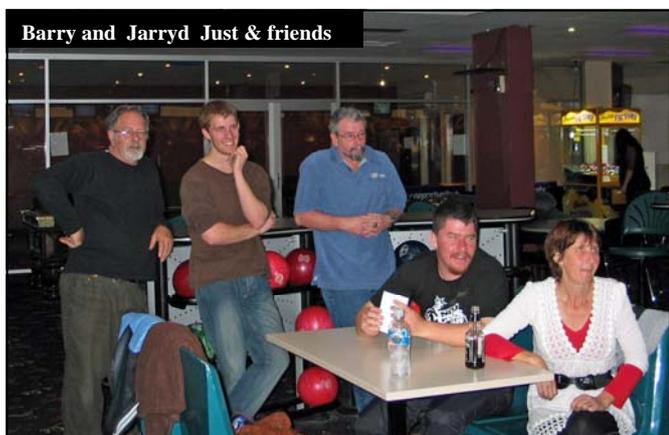
Raice Tapp



Ashley Farrow



Lindsay Gibb



Barry and Jarryd Just & friends



Lorraine Beythien



Jule Just



Carole Barnes

CHRYSLER



[chrysler.com.au](http://chrysler.com.au)





## PAST EVENTS

### 2011 Calendar Photo Shoot

Sunday 22 August was selected for the annual calendar photo shoot. The venue was the grounds of the old Townsend House now the home of "Care For Kids" charity organisation. Our winter weather had us a bit worried but we were blessed with a full day of magnificent sunshine. Members with 33 cars attended to have them photographed for next year's calendar. As requested car owners and passengers had the option of dressing to the era of their car and for the ones that did this, it certainly looked the part.

Members were happy to chat and have morning tea while the cars were moved into position for photos, which took a bit longer this year as a lot more variety of shots were taken. This year we are hoping to change the style of the calendar slightly and show more interesting parts of the cars within the main photograph.

A good selection of cars attended from 1920's roadsters tourers and buckboards to the more modern 1970's coupes and sedans.

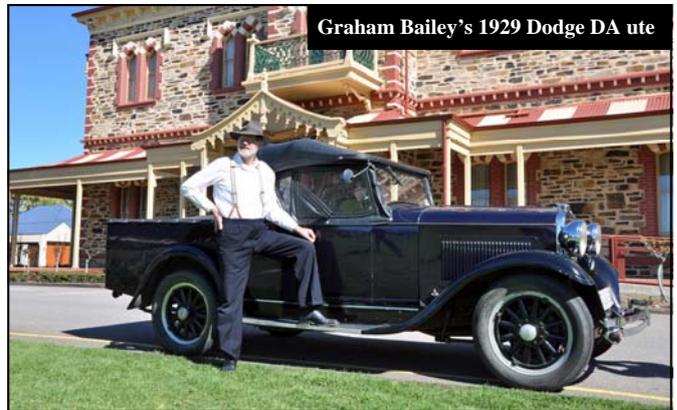
When the photos were complete a small gathering enjoyed a sausage sizzle and a chat to finish off the day. Thanks must go to the management of Care for Kids in allowing us to use this facility in particular Karl for his hospitality. Thankyou to the members for their cars and the dress for the day, which we hope should make next years calendar just a little different. Thank you to Kerri and Ashlee Gibb, Darren King, Cheryl Partington and Elise for taking part in our display.

Of course the photographers Richard Tapp and Matthew Haywood deserve a mention for their time and effort.

*Bob Haywood*  
**Photos: Richard Tapp**  
*Matthew Haywood*



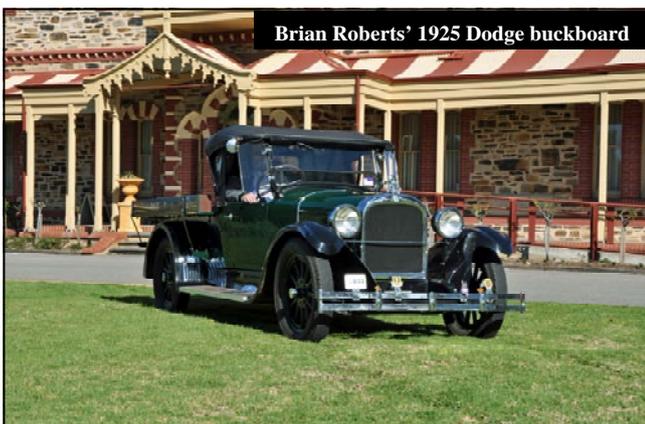
Ashley Farrow & Margaret Edwards' 1929 DeSoto roadster



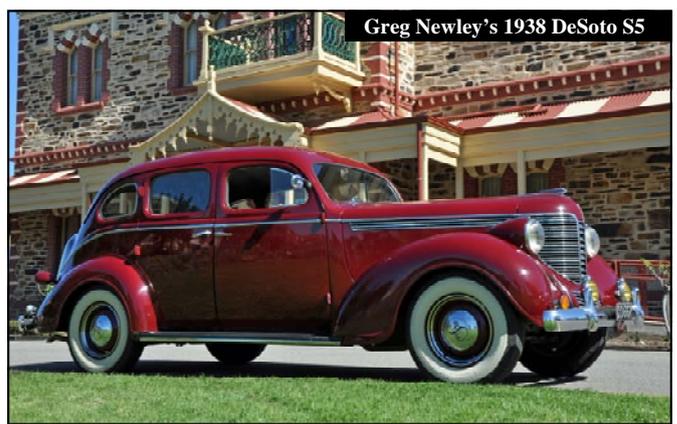
Graham Bailey's 1929 Dodge DA ute



Graham McRae's 1924 Nash Tourer



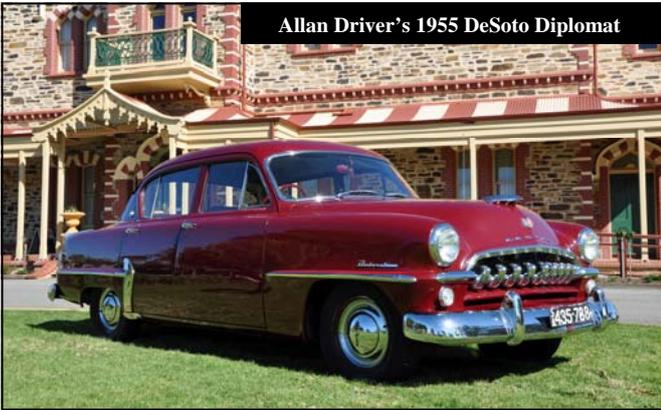
Brian Roberts' 1925 Dodge buckboard



Greg Newley's 1938 DeSoto S5

# PAST EVENTS

## 2011 Calendar Photo Shoot (ctd)



Allan Driver's 1955 DeSoto Diplomat



Phil Bakker's 1963 Valiant AP5



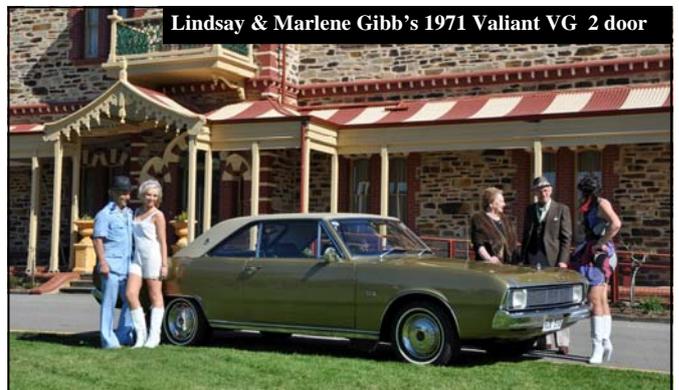
Brenton & Sharon Gibb's 1971 Valiant Charger VH



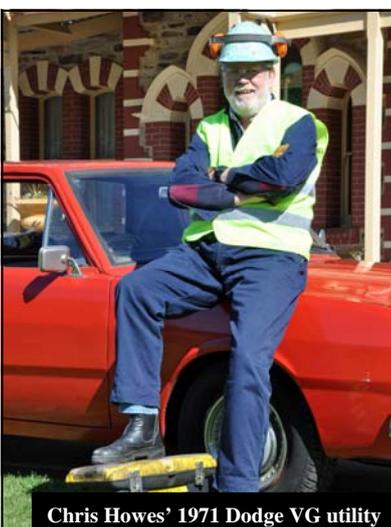
Jeffrey Knowles' 1967 Valiant VC



Tony & Karen Lennell's 1971 Valiant VH Charger



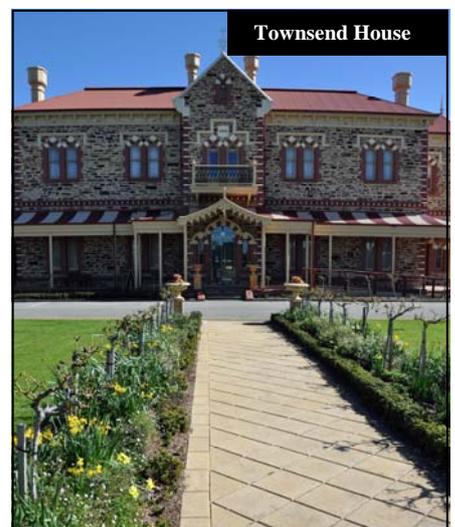
Lindsay & Marlene Gibb's 1971 Valiant VG 2 door



Chris Howes' 1971 Dodge VG utility



John & Debbie Goddard's 1934 Plymouth



Townsend House

**IT'S A  
WONDERFUL  
WONDERFUL  
BUY...  
CHRYSLER  
ROYAL V8**



FOR THE BEST REASON  
IN THE WORLD . . .  
NO OTHER CAR IN ITS  
CLASS OFFERS YOU  
MORE CAR FOR  
YOUR MONEY!



**CHRYSLER  
ROYAL V-8**  
WITH AUTOMATIC TRANSMISSION!

A wonderful, wonderful buy for those used to more expensive cars

If we had not given you the figures, you could be excused for thinking that the price tag of this car was way, way above £2,000—After all, this car has everything—and more—that vehicles in the £2,000 plus class give you . . . Style . . . yes! . . . This car is well dressed in the modern manner, but not overdressed. Automatic transmission . . . Yes! . . . Royal V-8 has the latest and greatest in "no clutch" driving with the new TorqueFlite Automatic transmission. V-8 power at its best—and there's no finer Australian V-8 motor on the road . . . a thrilling 220 b.h.p. power plant that provides the unusual combination of high performance with economy . . . and this car is built staunch and solid. Every mechanical detail has been thoroughly proven under the most rugged Australian conditions—Whether you drive a Royal on tracks "back o' Bourke" or on main highways, there is the certainty of long-lived dependable performance. Best of all, this is the one full-size, full-powered, fine car that you can own without having to go "overboard" on purchase price.



**DRIVE IN STYLE**—Chrysler Royal's wide front seat takes three big people, and still leaves plenty of elbow room for the driver. Ample head-room and generous leg room are other practical aspects of this "living-room-on-wheels". The comfortable steering wheel is of "dished" design . . . an important safety feature. Instrument panel is deeply padded for extra safety.

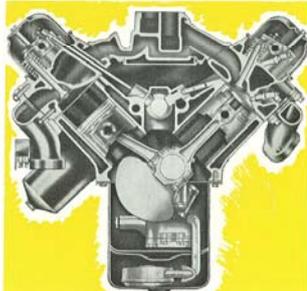


**TORQUEFLITE AUTOMATIC TRANSMISSION.** This three-speed, push-button transmission is the last word in simplicity and safety. Push-button operation is provided for 1st, 2nd, Neutral, Drive and Reverse. Torqueflite is unusually smooth, extremely quiet, and gives amazing acceleration. As a safeguard against accidental selection, reverse gear cannot be engaged at speeds above 10 m.p.h.

**STEP IN AND TRAVEL FIRST CLASS** in spacious comfort, seated at natural, arm-chair height with plenty of leg and head room. Our photo shows one of the breathing-trim combinations available in the revolutionary new *sponge vinyl* material.



**220 BHP "FURY" V-8 ENGINE**—Is of "over-square" design, bore 3.875", stroke 3.312", cubic capacity 313 cu. ins. Taxable H.P. 48.05, developing 220 BHP @ 4,000 rpm. The torque figure is impressive, 325 lbs. ft. @ 2,800 rpm, which results in amazing "pick-up".



## THE COMMONSENSE APPROACH TO AN AUSTRALIAN BIG CAR

Chrysler Royal represents the one, sane approach to an Australian big car . . . Holding fast to a sound basic mechanical design—improving where time and long use showed that something could be made stronger to last even longer, but never changing merely for the sake of change alone. Keeping out ahead in style, too—but with lines that are ageless rather than complete reversals of fashion year after year.

The result is that on any standards you may care to set, no other make in this class offers the same high value in prestige transportation.

### SCORES OF BETTER VALUE-FOR-MONEY FEATURES PUT YOU AHEAD IN EVERY WAY

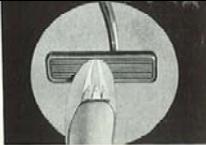
- Safety Rim wheels—a Chrysler exclusive—Tyre remains on if a blow-out occurs
- Wide opening doors, with unobstructed entry for front and rear passengers
- Petrol filler cap concealed behind fold-down numberplate
- Powerful braking—each front wheel brake has two braking cylinders
- Rugged chassis, full-length side rails of box-section construction with four cross-members for added rigidity
- Screened air intake built into cowl
- One-piece sway eliminators plus Royal's Wide Track keeps the ride level
- Rear-end stability, with long and wide semi-elliptic springs mounted in non-parallel position to resist sway
- Rotary door locks hold doors firmly closed
- 15½-gallon fuel tank
- Chrome wheel trim rings
- Courtesy switches on all four doors
- Assist loops for rear seat passengers
- De Luxe Regency *sponge vinyl* trim with foam padding in front and rear seats.

### 30,000 MILES CERTIFIED CAR CARE PLAN AND 12 MONTHS OR 10,000 MILES WARRANTY

The correct inspections, adjustments and services of your Chrysler Royal at the correct intervals and at the low-cost fixed charges. This planned protection is available to owners to make sure they get, at the lowest possible cost, the full measure of good motoring built into Chrysler Royal.

## SPECIFICATIONS

**POWER BRAKES**  
A vacuum-servo unit multiplies by 2½ times the normal result from your foot pressure on the brake pedal.



**POWER STEERING**  
Effortless parking. A boon on long distance trips. Greater safety, bumps or crosswinds can't veer you off course.



**FAMILY-SIZE LUGGAGE BOOT.** 35 cubic feet of space. Boot floor has rubber mat. Lid is counterbalanced.



**SWEPT WING REAR-END STYLING** with tail, back-up and flashing turn lamps.

**DIMENSIONS:** Wheelbase 115". Maximum length 199-11/16". Maximum width across bumper 73½". Kerb height 63½". Front track 55½". Rear track 56½". Ground clearance 7-11/16".

**TARE WEIGHT:** 3,500 lbs.

### POWER PLANT

**V-8 "Fury" 313—O.H.V., Bore 3.875", Stroke 3.312".** Piston displacement 313 cu. in. Taxable horsepower 48.05 (R.A.C.). Compression ratio 9.0 to 1. Max. b.h.p. at r.p.m., 220 at 4,000. Max. torque 325 lbs. ft. at 2,800 r.p.m. Cast-iron cylinder head. Two point eccentric rubber-insulated mountings front and single-banded rubber rear mounting.

### COOLING SYSTEM

Pressure system, permanent by-pass type thermostat, centrifugal water pump. Cooling capacity: 16 quarts, 18" 4-blade fan.

### LUBRICATION SYSTEM

Normal pressure 50-60 p.s.i. at 1,500 r.p.m. Fixed oil intake. Replaceable element oil filter. Crankcase capacity 4 quarts.

### FUEL SYSTEM

15½ galls. Fuel filter sintered bronze in tank. Carburettor: dual downdraft. Automatic choke. Air Cleaner: dry element type (replaceable).

### SAFEST BRAKING

Safeguard hydraulic, self-equalising, internal expanding brakes utilizing an individual cylinder to each brake shoe on front wheels. Contact area 150½ sq. ins. Hand-brake operated by "T" handle release and acts on rear of transmission.

### POWER BRAKES (Optional Extra)

A vacuum servo system of the vacuum suspended type multiplies the pressure applied by the driver to the foot-brake pedal. The unit is simple, safe, and the only maintenance required is an occasional washing of the oil filter.

### STEERING (Conventional)

Direct, double tie-rod. Worm and 3-tooth roller gears. Overall ratio 27.5 to 1. Turning circle diameter 38 ft. Steering is self-centering.

### POWER STEERING (Optional Extra)

Power is supplied in the form of hydraulic pressure from a rotary-type pump. Oil filter is cartridge type, and does not require periodic changing. If in the unusual event that the hydraulic system fails, the driver maintains full control of the car.

### A FIRM FOUNDATION BENEATH YOU!

Super rigid, double channel box section side rails, drop centre type chassis braced with four cross members. Max. side member depth 5¼", outside width at max. depth 4½", thickness 3/32".

### SUSPENSION

Front—Independent with coil springs and unequal length control arms. Telescopic shock absorbers mounted inside coil springs. Rear Springs—Long, semi-elliptic, non-parallel, longitudinal leaf springs with telescopic shock absorbers mounted in "sea-leg" position. Auxiliary rear springs available as special equipment.

### SPECIAL EQUIPMENT\*

Tinted glass, rear centre arm rest, heater and demister, engine compartment light, glove box light, trouble lamp, all moulding, two-tone paintwork, locking petrol cap, power brakes, power steering, radio, external rear-view mirror, rear venetian blind, outside sun visor, windshield washer.

### PUSH BUTTON TORQUEFLITE TRANSMISSION

(Standard Equipment)  
The TorqueFlite transmission combines a torque converter and an automatic planetary gearbox. The torque converter extends torque multiplication over a wide range of engine speeds. The hydraulically-controlled gearbox utilizes two multi-disc clutches, and over-running clutch, two bands and two planetary gear sets. The automatic gearbox is controlled by hydraulic pressure supplied by the front and rear oil pumps; this pressure varies according to the throttle opening.

Depending on the drive range selected, the throttle opening and the car speed, the control valves will cause hydraulic pressure to engage or release the clutches and apply or release the bands, thus causing the planetary gear sets to provide three forward and/or one reverse ratio.

Gear ratio and gears used in each selected position:

|        |                        |
|--------|------------------------|
| R      | —2.00 to 1             |
| N      | —Neutral               |
| D-1, 2 | drive—2.45, 1.45, 1.00 |
| 2-1, 2 | 2.45, 1.45             |
| 1-1    | 2.45                   |

### REAR AXLE

Semi-floating hypoid type. Steel axle shafts. Differential with carbon molybdenum hypoid gears. One-piece forged housing for uniform strength. Fully adjustable tapered roller bearings throughout. Hotchkiss final drive. Ratios: 3.31 to 1. Lubricant capacity 2½ pts.

### WHEELS AND TYRES

Steel disc wheels with drop centre, safety rims, 15 x 4.50K standard. Standard tyre equipment: 6.70 x 15 x 4-ply tubeless. Optional equipment: 6.70 x 15 x 6-ply tubeless.

The policy of Chrysler Australia Limited is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.



CHRYSLER — MoPAR  
Approved Chrysler Service and Genuine MoPAR  
Parts are available nationwide.

CHRYSLER AUSTRALIA LIMITED  
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## CLUB NOTES

### Valiant Chargers in New Zealand

The following article is taken from [www.valiant.org](http://www.valiant.org) which is a site that is part of the [www.allpar.com](http://www.allpar.com) family. It is reproduced with permission from David Zatz of Allpar.com

The mighty Australian 265 Hemi Chrysler (Valiant) Chargers found their form not in their native land, but on the racing circuits across the Tasman Sea in New Zealand.

Way back when Americans still thought "high performance six" was a paradox, Chrysler of Australia took an abandoned North American truck engine and turned it into the hottest six around. The 265 Hemi Six Pack with its hemispherical heads and three two barreled Weber carbs, may have made Americans smile, they thought only the pounding 426 was a Hemi, and six packs were on the 340 and 440 V8s.

Impressive as these engines were, none were as light or as small as the 265. The Australian 6 pack Hemi Chrysler Chargers would not only match the mighty US V-8s in a straight line; the lightweight, short wheelbase coupes would also blow their big American relatives to the dust around corners.

Despite their awesome performance and dynamics, the 6 Pack Chrysler Charger R/T E49s were never dominant on the racing circuits in their native land; Australia. It took New Zealand to make these Mopars dominant in racing.

The Australian Chryslers were exported to the UK, South Africa, New Zealand and throughout South East Asia and the Pacific. New Zealand was by far their largest export market.

Gary Bridger is the North Island branch co-ordinator of the Chrysler R/T 6 Pack owners Club Inc. Gary is an excellent writer and

contributed many articles to magazines such as Hey Charger and NZ Classic Car as well as the Marque Publishing Company books on the Australian Chryslers. Any inaccuracies were most likely added by the Webmaster.

### THE NEW ZEALAND CHRYSLER VALIANT STORY

by Gary Bridger

Todd Motors were the NZ Chrysler distributors. Todds assembled Chrysler Valiants at their plant in Wellington between 1963 and 1979. The NZ assembled Chryslers were generally identical to the Australian versions with a few variations. They featured different NZ made interior trim and stiffer suspension settings to cope with the sometimes winding, mountainous NZ roads. There was some export models that were sold in NZ that were not seen in Australia.

Todd Motors did an excellent job marketing Chryslers in NZ. They only imported or assembled the upmarket models, which gave the Chryslers a much more prestigious

image than they had in Australia. Chrysler Valiants actually outsold the Australian Ford Falcons in NZ right up to the early 1970s.

Todds generally assembled only the four door sedans with upmarket trim and equipment. Station wagons, coupes and performance models were imported built up from Australia. The exception to this was the Chrysler Charger. The Charger was to the Valiant what the Mustang was to the Falcon; a good looking sports coupe based on the sedan with a wide variety of models and options available. It was a stunning sales success in both countries. Lee Iacocca would have been very proud of the Australian Chargers.

Todd Motors assembled the VH and VJ Chrysler Charger 770 203hp Hemi 6 auto between 1971 and 1976. It was the only time an Australian coupe was assembled outside Australia. The NZ Charger 770 was practically identical to the Australian versions but came with the standard 203hp Hemi, a limit slip diff, slightly different trim with non-reclining front bucket seats and no rear bumper over-riders. A high



## CLUB NOTES

### Valiant Chargers in New Zealand (ctd)

number of the performance R/T Chargers was imported into NZ both by Todds and privately.

According to Mike Todd, (one of the Todd family who now owns an immaculate E49) there was heated debate within Todds as to whether they should assemble the Chargers in NZ at all. There was much more debate as to whether Todds should be involved in motorsport and sponsor Chrysler racing teams in production car racing. The end decision to do both paid off very handsomely.

As in Australia, the Charger was an instant sales success in NZ. There was even a black market for Chargers with some selling for NZ\$1,000 more than the list price of \$4,975.

#### GARY BRIDGER ON THE RACING RECORD

Chryslers were highly successful in NZ production saloon car racing throughout the 1970s and early 1980s. The Chrysler Charger was the most successful standard production racecar ever on NZ circuits.

NZs premier production car race was the annual Benson and Hedges 500 mile (later 1000km) race at Pukekohe near Auckland. The race was for unmodified NZ assembled production cars only. Chrysler Valiant Regal 770 318 V8s won the event in 1970 and 1971. Chrysler Charger 770 265 Hemi 6 autos won the event for an astonishing seven years in a row between 1972 and 1978. That gave Chrysler a nine-year domination of the B&H, which at the time was as big in NZ as Bathurst is in Australia and Daytona is in the US.

Chargers won against V-8 (GM) Holdens including a V-8 four speed manual Monaro, V-8 Ford Falcons, V-8 Leyland P76s, Triumph 2.5PIs, Mazda RX2s, Fiat 125Ts which were NZ specials built to win the



B&H and even a Jaguar XJ6. There were many top drivers who tried and failed to break the Chrysler dominance in this event. Todds were originally going to assemble 200 specials for the B&H with the warmer 218hp Hemi and a four-speed gearbox.

However this was not to be and race drivers and consumers were stuck with the 203hp Hemi 6 auto. The 203hp Hemi 6 was actually the least powerful of all the 265 Hemis. Despite this apparent handicap, the 203hp Hemi 6 auto Chargers proved to be faster than the 318 V-8 Valiant sedans that won the big race in 1970 and 1971.

The Hemi 6 engine was not only very powerful; it was also very sturdy and reliable. There were very few Chargers that retired in the B&H 500 due to engine problems. Yes that abandoned Dodge truck engine certainly proved to be a winner. Imagine if Chrysler had kept it for their Jeeps!

The most successful NZ Chrysler driver at the time was Leo Leonard from Timaru in the South Island. Leo won the B&H seven times, four times in Chryslers. As if to prove the virtues of the Chargers, Leonard switched to a V-8 Ford Fairmont in 1978-but landed third place behind two Chargers.

## CLUB NOTES

### Valiant Chargers in New Zealand (ctd)

Leo also raced the Chrysler Charger R/T E38 and E49 in NZ between 1971 and 1974. These cars were effectively road going racing cars and featured the mighty Italian developed Treble Weber 265 Hemi 6 Pack engines. They were limited edition specials built with one purpose in mind; to win Australia's big race at Bathurst.

They were not eligible for NZ's big race, the B&H 500 because they were not NZ assembled. They never won Bathurst but they were highly successful around the tight NZ circuits.

The E38 Chargers had been rushed into production to be eligible for Bathurst 1971. They possessed phenomenal straight-line performance (0-60 mph in 6.3 seconds, 0-100 mph in 16.8 seconds) but their fully adjustable track suspension had yet to be sorted and they only had a three-speed gearbox.

When Leo Leonard first took his E38 out onto the track he was impressed with its performance but wasn't happy about the cars handling. Leo and his team spent countless hours sorting the E38s handling on his home circuit at Timaru. They eventually raced it with three degrees of negative camber on the front wheels and tires worn close to their limit.

Their hard work paid off and their E38 was transformed into a race-winning thoroughbred. It was competitive against the (GM) Holden Torana XU1s and 351 V8 Ford Falcon GTHOs and even a Porsche. The E38 started to win races and broke the lap record on two of the tightest circuits in NZ.

In 1972 Leo swapped his three-speed 280hp E38 for a four-speed 302hp E49. He set the E49 up exactly as they had the E38 and right from the first race the E49 was unbeatable. His E49 easily won the

group one division of the 1972/73 Castrol GTX series and shattered the lap record on all NZ circuits. The series became a Chrysler benefit with other E49s coming second, third and fourth overall.

The Ford Motor Company even sent Allan Moffatt and his 351 V8 Ford Falcon GTHO to NZ to take on the Kiwi Chargers. The Falcon GTHO was dominating production car racing in Australia at the time. To their surprise, Leo Leonard's Charger E49 was faster than the Falcon on the two occasions the two cars met. At the time, Moffatt described Leonard's E49 as the fastest Charger in the world. Leo later said he was happy with the performance edge his E49 had over the Falcon.

All you have heard about the incredible Chrysler Charger R/T E49 is true. At the time of E49s release, it's 302hp treble Weber 6 Pack Hemi was the most powerful production 6-cylinder engine in the world. A little known factory option was a Bathurst cam, which upped the power to a rather healthy 325hp! The 265 Hemi 6 Pack engines also have a magnificent spine tingling howl all of their own.

Wheels magazines 1972 road test of

the E49 recorded 0-60mph in 6.1 seconds, 0-100mph in 14.1 seconds, standing quarter in 14.4 seconds, top speed 132mph. This made the E49 the fastest accelerating production car in Australia and the fastest accelerating production 6-cylinder car in the world. Not bad for a 25 year old stock standard 6-cylinder Valiant! Today with modern tires, NZ E49s have easily broken the 14-second barrier through the quarter and with higher gearing, NZ E49s have been timed at over 150mph.

Wheels (1972) said of the E49: "Where the Charger is absolutely unbeatable is in winding mountain country. We don't mean tight hairpin bends, though it is still horribly quick through these, but on fast open sweepers and meandering switchbacks. The raw quivering power is instantaneously on tap and with a ratio for every conceivable situation the Charger just storms through and it would take a Ferrari Daytona with Jackie Ickx behind the wheel to stay with one."

Chrysler Chargers continued to compete successfully in NZ up until the early '80s winning every major production car event in the country.

*Continued next issue*



## MARKET PLACE

### Club Clothing

#### NEW RANGE AND LARGER SIZES

Our range of clothing has changed and we have the opportunity to give you a larger range, right up to 5XL in some clothing. Check the list below or contact me by phone. If you see me at meetings I have the items in a book that you can inspect.

|  |                                  |
|--|----------------------------------|
| Polo shirts  | up to 3XL \$38<br>4XL & 5XL \$43 |
| Vests (Reversible)   | to 3XL \$60                      |
| Jacket Water Resistant<br>Polar fleece lined                         | Up to 3XL \$60                   |
| Jacket Polar Fleece Full Zip<br>Men                                  | Up to 3XL \$54                   |
| Ladies   | Up to 20/64 cm \$54              |
| Jumper (micro fleece) ½ Zip<br>Adults                                | Up to 4XL 75 cm \$60             |
| Jumper (Polar Fleece) Red Strip on sleeve<br>White binding<br>Adults | Up to 2XL 70 cm \$54             |

|  |                      |
|--|----------------------|
| Jumper V Neck Wool/Acrylic<br>Adults                 | Up to 2XL 65.5 \$72  |
| Jumper Rugby Two tone Navy with Red Collar<br>Adults | Up to 2XL 67.5 \$56  |
| Fleecy Sweats (windcheater)<br>Crew neck             | up to 4XL 75 cm \$47 |
| Round Neck   | up to 3XL 72.5 \$47  |
| Sew On Badges  | \$18                 |
| Caps Navy/Red  | \$20                 |



*For all orders please see Lorraine Beythien or phone 8449 8905*

### Club Name Badges



**CHRYSLER**  
**Walter Percy**

with your name and club emblem. You may see others wearing them at meetings. They are available in:

|  |         |
|--|---------|
| Clear Glaze Acrylic with dual pin and clip | \$8.20  |
| Clear Glaze Acrylic with magnet            | \$10.00 |

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

|                              |        |
|------------------------------|--------|
| Plain with Pin               | \$5.50 |
| Plain with dual pin and clip | \$6.00 |
| Plain with magnet            | 8.00   |
| Clear Glaze Acrylic with pin | \$7.50 |

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

#### CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

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

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

|                                       |            |
|---------------------------------------|------------|
| <b>FULL NAME</b> (print clearly)..... | Price..... |
| 2 <sup>nd</sup> badge name.....       | Price..... |
| 3 <sup>rd</sup> badge name.....       | Price..... |
| 4 <sup>th</sup> badge name.....       | Price..... |
| 5 <sup>th</sup> badge name.....       | Price..... |

**Total \$.....**

## MARKET PLACE

### NOTICE TO ADVERTISERS

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

### FOR SALE

1937 Plymouth Clipper, unrestored. (see pic.) Third owner from new, garaged for last 40 years. \$5,000. Jodi Wynne Ph 7383 4528 Mob. 0430 979334.

1938 Dodge D8 Sedan,

Reg. 24-404

Excellent Condition, Navy Blue.

For more details phone Trevor Way (08) 82511228

VF-VG slant 6 engine with 2 barrel carby, auto trans, good cond. complete with radiator, manifold & exhaust \$650. Towbar \$100. 4x 7 in. rims to suit AP5-VG \$280. Front drum brake assemblies VE-VG \$100.

NOS Lucas 5 3/4" hi-beam sealed beam headlights VF-VG \$70

Karl Jensen Ph 0417 891780

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