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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

President:	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093	8263 5416
Vice President:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Secretary:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
Asst. Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Treasurer:	Alan Driver, 6 Hastings Road, Brighton SA 5048	ah 8298 1194
Editors:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
	Bob Haywood, 2 Rosemary Street, Woodville West 5011	8268 3508
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:		
-	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
Federation Rep:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Historic Vehicle Assessors:		
<i>South:</i>	Brian Miles, 40 Kym Street, Port Noarlunga 5167	8327 1993
<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
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Catering Coordinator:	Rae Cowie, 4 Grassmere Close Coromandel Valley 5051	8270 1829
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

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 25 February 2011. Corrections/amendments until Sunday 27 February 2011. 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

6th February 2011

Registration Day at CCC & boot sale.

20th February 2011

Queen Mary II. Open day at Margaret and Ashley's, 230 Lady Gowrie Dr. Largs North. More information contact Margaret or Ashley on 8341 6661.

14th March 2011

Run with Chrysler Car Club – Southern Vales

17th April 2011

Adelaide Hills run to Woodside, collection of vehicles, auto memorabilia and BYO picnic lunch.

INVITATION/OTHER CLUBS' EVENTS

4th February 2011

Gavin Farmer will be displaying his book 'Great Ideas in Motion' at the

Sporting Car Club, 51 King William Road, Unley. Several Chrysler vehicles will be on stage. All welcome 7.30pm for an 8.00pm start.

20th February 2011

All American Day car show at the Tilley Reserve, Hancock Rd, Surrey Downs.

26th / 27th February 2011

All Chrysler Day and Mega Cruise. Vehicles to be judged on the 26th. Display Day on the 27th.

Mopar Megacruise, on the 26th Meet and Great BBQ at 5pm at Lockley's Primary School. Enquires/Entry Forms Brenton Gibb 82632908

13th March 2011

Historic Motor Vehicle Gathering. Vehicles from 1885 to 1930. Free display and entry 10.30am – 3.00pm at the corner of Richmond Road and Anzac Highway.

28th March 2011

Federation Tour, Regal Ramble, South East & Kangaroo Island

22nd – 25th April 2011

Mildura Vintage Vehicle Club Inc – 19th Biennial Easter Vineland Rally. Entry Forms available from Brenton Gibb 82632908

10th – 15th May 2011

The World's Largest Cornish festival " Kernewek Lowender."

SWAP MEETS

25th / 26th February
Ballarat

6th March
Campbelltown

20th March
Clare

1st May
Naracoorte

22nd May
Kapunda

Brenton Gibb

Entry Forms etc

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

New Members - next issue

Norwood Christmas Pageant



Cover Photo

Richard and Judy Hart's 1916 Dodge roadster, photographed at the Chrysler Restorers Club 30 anniversary. *Photo: Richard Tapp*

COMING EVENTS

Registration Day 2011

Sunday 6th February 2011

10 a.m.—2 p.m

Bring along relevant paperwork including, current registration pa-

pers, renewal form, log book, and pay your membership fees. Renewal forms are in this issue of the magazine. Boot sale (no trailers).

BBQ available

Chris Howes/Cathy Woods

Ph. 8165 3971

Mob. 0412 174 108

Queen Mary 2

Sunday 20th February 2011

Open day at Margaret and Ashley's, 230 Lady Gowrie Dr. Largs North. Come to see Queen Mary II arrive.

(arrival time to be announced at next meeting) Then see her sail about 6.00pm. Tea and coffee provided.

Ashley and Margaret

Ph.8341 6661

All Chrysler Day 2011

Sunday 27th February 2011

Come along and help promote our club at Lockley's Primary School oval. Plenty of shade under marquees available. Meet in front of IKEA at 6.45am and travel in as a group. BYO breakfast. BBQ availa-

ble.

Judging will be held on Saturday 26th February between 1 and 4pm. Mopar Megacruise, on the 26th February. Meet and greet BBQ at 5pm at Lockley's Primary School

Oval, Sir Donald Bradman Drive, Lockleys.

Entry forms available from Brenton Gibb. Ph. 82632908.

Brenton Gibb

Chrysler Club of SA Combined Run 2011

Monday 14th March 2011

Meet at CCR Clubrooms at 10.00am for a 10.30am departure

for a short run through the Southern Vales with the Chrysler Car Club of SA. The run will conclude at a win-

ery for lunch. Prices to be advised.

Brenton Gibb

Regal Ramble 2011

28th March– 10th April 2011

Plans are all in place, by now all meal entry forms should be sent in. A reminder of the pre-tour get to-

gether on Saturday 26th February at the Glandore Community Centre (next to CCC rooms). Looking forward to meeting up with old friends

again on another of our popular extended runs.

Bill and Joy Watson

Adelaide Hills Run 2011

Sunday 17th April 2011

Meet at Clubrooms at 9.30a.m for a 10.00a.m start. Cruise through Adelaide Hills to Woodside to see a 35

year collection of vehicles and auto memorabilia, visit Melbas Chocolates. A picnic in the park BYO lunch. A short cruise follows to see

some spectacular views of the area, with some local history.

Maurice Emerson.

Ph.8388 6002

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

FROM THE COMMITTEE

President's Message



2010 is now behind us and in reflection what a great year it was for our Club. I am indeed so honoured to have been your President during that period and to have witnessed first hand the team spirit that went into the two major events for the year is something I will not forget.

Events like the National Tour demonstrated the professionalism within our membership to get the job done. The 30th Anniversary display day worked wonders as a P.R. exercise in promoting our cause. Well done everyone, but let us not forget the monthly runs we do, the calendar shoot, our monthly meetings, our guest speakers, our bi-monthly magazine and the social get togethers that have become a tradition within our group.

The Annual Dinner and Awards Night, the Christmas Picnic and the end of year breakup party are events that are now firmly etched in my memory.

All these marvellous activities happened but always remember someone had to plan it, coordinate it, and drive it so we

could all enjoy it. A wonderful effort from everyone involved. To the entire Management Committee who meet regularly to keep the club on track and our ladies who cater so well for us at each meeting my sincere thanks.

Finally to wrap up 2010 our thoughts are with those who lost loved ones during the year. As our membership ages we will inevitably be faced with loss which is indeed hard to bear when it happens.

A new year in a new decade has begun. With it will undoubtedly be some new challenges especially in the area of historic registration. It is quite evident that Governments would like to see our roads free of older vehicles that are unfriendly to the environment. Some fuels have already been phased out and safety issues are being raised continually.

I believe eventually we will be discouraged from driving older vehicles by what ever means it might take. I know the Federation of H.M.C of SA will continue to put forward a strong case to keep these old cars alive but my advise it to enjoy them while we can and fight to keep them going should the need

arise.

As my term as President draws to close I know the incoming team is eager to maintain the enthusiasm and great fellowship that has developed within our Club since it started all those years ago. We are truly indebted to the Past Presidents and officers who established such a strong foundation and framework for us all to build on as each year goes by.

I sign off by wishing you all a safe and happy 2011 and trust the incoming President and Committee enjoys a successful term in office.

Regards

Lindsay Gibb



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Cathy Woods, Lindsay Gibb, Bill and Joy Watson, Chris Howes, Barry and Jule Just, Ellen and Bob Haywood, David Crichton, Dave Schumacher, Scott Fagg and Cathy Howie, Graham Bailey, Jenette Black and Graham McRae.

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

Richard Tapp

WEBSITE STATISTICS

	Nov 2010	Dec 2010	Dec 2009
Visits	1,397	1,380	1,118
Pages	2,117	1,977	1,766
Megabytes	3,681	3,394	3,301
Statistics exclude photos and videos.			

CLUB NOTES

Federation Meeting Report



27 November 2010

New member: Milang Vintage Machinery Club elected.

HVRS & One-make clubs: question asked as to who in DTEI raised the issue and what authority they had. A high-ranking senior officer raised it as something to consider: it is not mandatory to change constitution, but prudent to allow for other makes. Constitution cannot override the law and legal advice may be wrong.

Outstanding subscriptions: 17 clubs have so far failed to pay up this year (due August).

Logbooks: clubs are reminded the cost is now \$2 per book.

Regal Ramble: going well. Entry forms have been issued and

are starting to come back.

Cruising Classics 2011: Secretary/Treasurer needed. Looking for clubs to organise. First meeting 2/12/10 at CCC.

Website: updated. Club events listed if advised.

Bay to Birdwood: close to breaking even. Any suggestions for improvement to help traffic congestion, email Steve Henderson. Letter to go to clubs to request non-entrants to keep off the route. Public complaints about traffic jams. Appeal to all club members to write to their MPs to request priority for the Run, even a rolling closure of the route as can be done for various cycling events, City to Bay Fun Run, Classic Adelaide, etc. Police want to abolish one-way through hills and need to be reminded of reason for its introduction in the first place (break-downs causing delays). An external chairman or "ambassador" being sought who can influence

the Government and help the cause. Suggestion that club qualified marshals, not in the event, be used to block side road entry along the route. Better still, SES and other Government workers, aside from police, could be used. Re-involve the military as a training exercise.

RAA: service rules clarified. Remember - do not say you are on an event when calling for assistance - you're just out for a Sunday drive! Don't even say "tour". Service will not be provided during an organised event.

Not for hire: DTEI clamping down on private vehicles used in weddings. Reminder - you cannot charge for use of HVRS vehicles, not even receive payment for petrol or a free meal (unless you would have been invited anyway as a family member or friend).

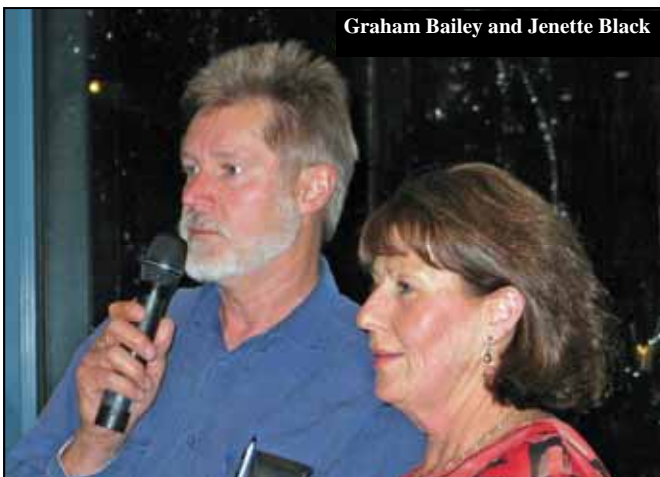
Next meeting: 19/2/11.

Annual Dinner 2010

The venue for our Annual Dinner was the Oakden Central, which was very well attended.

Various presentations were made including life membership to a well deserved member

Richard Tapp. Many thanks to Graham Bailey and Jenette Black for a job well done.



Graham Bailey and Jenette Black



Lindsay Gibb and Richard Tapp

CLUB NOTES

Membership Renewals and HVR

Membership renewals are now due and those of you who have vehicles on the Historic Vehicle Registration scheme are required to have your Log Books endorsed for 2011, **you must be a financial member to be eligible for this scheme.**

Enclosed in this magazine is your membership renewal form complete with recorded HVR details where applicable, **please review these details and advise the HVR Registrars if they are not correct.**

Elsewhere you will note that our

Registration day is being held at the club rooms on February 6, if you wish to attend and have your Log Books updated please bring the following papers :

- **Vehicle Log Book**
- **Current Registration Papers; that document which had your windscreen sticker on it !!**
- **Membership renewal form**
- **Fees for 2011 membership**

Please be aware, we will not be able to renew you HVR

vehicle without all of the above.

Alternatively you can renew your membership and HVR by mail, you will need to enclose all of the above and include a stamped addressed envelope for us to return your papers; they can be mailed to the club post box or direct to :

Chris Howes

4 Peter Place

Campbelltown 5074

Ph 08 81653971

12th National Chrysler Restorers Tour Quilt

The quilt designed and made by a group of our club ladies, Cathy Woods, Norma Hamilton, Rae

Cowie and Ellen Haywood. It was entered as third prize in our recent 12th National Tour at

Renmark , and won by our club member R Frith. Thank you ladies for your time and effort.



PAST EVENTS

Christmas Picnic 2010

What a great day to be had by all. Great location, the weather was overcast and not too hot and the rain held off until we had all but finished cleaning up.

Once again at this years Christmas picnic we decided to break away from the traditional competitive games and opted for children's activities which included bubble blowing, boche, catch and throw ball games, and throw the beanbags in the hoops, colouring in Christmas cards and making shapes out of playdough and the children could have their fingernails painted with a bit of bling. Once again this was successful as the children could come and go whenever they wanted. The playdough and colouring in was very successful. I would like to thank my daughters Ashlee and Mel for their help with the bubble blowing and other games which kept the young and the old amused.

A big thankyou to Cathy and Chris for all their help before

and on the day, especially for organising the chickens and ice creams for us all to enjoy.

Thankyou to Neil for the fantastic job he did as Santa. Always a favourite with the children. Some of the crowd were not too happy with Santa's choice of water guns as presents but the children enjoyed them and being

a warmish day they kept a few bodies cool. Many thanks to all those who helped with setting up and cleaning up. There are too many to mention individually. As the old saying goes "Many hands make light work."

Thankyou one and all.

*Sharon Gibb
Photos: Bob Haywood*

Santa at work



"I wonder if that's mine"



PAST EVENTS

“Old Car Day” Bethany 2010

Wednesday 1st September was a day run to Bethany organised by the Gawler Veteran Vintage and Classic Vehicle Club to celebrate “old car day”. This is recognised by the Federation of Historic Motor Vehicles of South Australia as one day of the year to show, and make people aware of some of the collection of cars within the community. This year the weather forecast was not in our favour but we decided to brave the elements and be a part of the day out.

A meeting point had been arranged for the western Restorer Club members at “On the run” at Woodville. Ellen and I met up with Rhonda and Garry Williams, enjoyed a coffee and after a short time decided that we were going to be the only starters, headed off to Bethany. Another group of Club members met at Salisbury and joined us later.

Although the overcast conditions were at times threatening we arrived in Bethany, just before lunch, with dry cars.

A number of Gawler and Barossa cars had already arrived and were settling in around a beautiful open fire in the under cover area. Lunch was bring your own with hot tea and coffee provided by the Gawler club.

As usual a good and varied selection of vehicles were on show, no doubt the numbers were down a little on last year but was still a good attendance. Mary, Mike and Molly Osborne made the usual trip from Ardrossan in the Bristol, with some Adelaide Hills members also braving the elements.

A chat and wander around the vehicles kept the men busy while the ladies were happy to enjoy the warmth of the well stoked fire and have a chat.

Ellen and I headed for home via

Angaston and Nuriootpa, to visit a couple of the local patchwork shops, arriving back within a few kilometres of home before getting the car wet.

We had a most enjoyable day in the beautiful surroundings of Bethany and thank the Gawler and Barossa Clubs for their invitation to this run.

Ellen & Bob Haywood

Photos: Bob Haywood



PAST EVENTS

12th National Chrysler Restorers Tour 2010 Renmark

Barry asked if he could go to Albury – Wodonga for Chryslers on the Murray with Jarryd and friends in 2009, I said he could on the condition that we would go to the 2010 National Tour at Renmark. After much deliberating we decided to go and we would take our trusty caravan.

We arranged all of the accommodation, tours and meals we would be attending, and looked forward to our first Chrysler Restorers National Tour.

On the morning of September 25th we were ready to leave when Barry and Jarryd took the car over to McIntyre Motors to have a job done to it. Time to leave so Barry set the GPS to get us to our destination, but it didn't recognise the new Northern Expressway and in its confusion gave a reading of 71 kms to Renmark. Something wrong we thought.

As we were driving along I was talking on the phone and suddenly Barry yelled "towing mirror" I just had time to grab it before it fell off, so it ended up on the back seat. We continued on and arrived at the Big 4 Caravan Park at Renmark around 1.30 p.m.

We were shown to our site, parked the van and began to set up only to find the power lead was about 4 metres too short. Barry went into town to buy another one only to find the hardware store closed, and in the meantime lost his iPod somewhere along the way. We were fortunate enough to be offered a loan of a power cord

from some fellow campers, Rod and Kathy Gorman from Victoria.

Monday Barry went into Renmark to price a new set of mirrors, left it at that and went on to register for the tour and stayed for morning tea. Garry Williams was on the warpath looking for traffic marshals and asked Barry to help throughout the tour and he was given the nick-name of "the finger man".

We attended the welcome dinner, on Monday night which we thoroughly enjoyed. Barry enjoyed being a part of the traffic marshalling and was an early starter on the display day. He was to meet Brenton Gibb at 6.30 Saturday morning and was down there as Brenton was leaving the caravan park.

We would like to commend the quality of the meals and the organised tours. We thoroughly enjoyed the companionship and the experience of meeting new friends. It was truly a most uplifting week.

We headed for home on Sunday morning and had problems again with the towing mirrors which have now been replaced with new ones. We would like to say a big thank you to Trevor and Lorraine and their committee for a fabulous tour. We have started saving for Warrnambool in 2013, and looking forward to seeing friends we made at this tour.

Barry and Jule Just

Photos Ellen Haywood and



Barry "finger man" Just



Barry and Jule Just's 1962 Valiant S Series

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PAST EVENTS

London to Brighton Run

I should make it clear from the outset that this event did not require the entrants to make a trip to the U.K. in order to participate. The run began at LONDON Road, Mile End, and the destination was a small reserve on the esplanade at BRIGHTON, hence the name of the event. Organised each year by the Vintage Sports Car Club, it allows only veteran (pre-1919) cars to be entered.

I had long been encouraged by a couple of our members to enter our 1916 Dodge, and after procrastinating for several years, decided at last that this year would be the one. So on Sunday morning 31/10/10 Shirley and I chugged off for London Road, with Trevor and Lorraine Beythien for company. On arrival at the very civilised time of 9.40 am, we found David and Melva Schumacher well ahead of us in the line-up in their 1915 Dodge, the cone clutch of which had been repaired since the Dodge 4 Rally and was working satisfactorily.

A total of 46 cars had been entered but only 25 turned up, probably because a cold wind was blowing and rain had been forecast. I guess this is understandable, because many of the very early cars had no hoods or even windscreens, and so had no protection from the elements. Nevertheless, there were some beautiful and interesting cars that did turn up, and it was an honour for our comparatively "young" Dodge to be amongst them.

After a couple of speeches, including one from the local

mayor, it was time to leave London Road. A 1900 De Dion Bouton Vis-a-Vis, a small two-cylinder car with no hood, windscreen or mudguards, had been designated as our pilot car. The driver sat behind the controls towards the rear of the car, and the sole passenger sat up forward but facing towards the rear. At least she could have seen where she had been. However, it took several men a great deal of time and effort to push-start it, and though it eventually

ran, they decided in the end to trailer it for the whole run.

Our first port of call was the familiar CCC clubrooms, where morning tea awaited us. This consisted of buttered london buns and tea or coffee. Very nice, and warming in the cold wind. (I always thought that London buns were made by cows. You can see heaps of them around any cow paddock).

We then left for Brighton, via Anzac Highway, Morphett

David Crichton and Trevor Beythien



David and Melva Schumacher



PAST EVENTS

London to Brighton Run (ctd)

Road, and Brighton Road, eventually arriving at the esplanade and the small reserve on the corner of Hulbert Street. In an icy wind blowing straight off the sea, we were welcomed by the mayor of Brighton, and were then glad to return to our cars for the short trip to Wigley Reserve, Glenelg, where the cars were displayed. Here we were protected from the wind behind the high-rise buildings on the sea-front, the sun was shining, and we ate our BYO running board lunches while crowds of people discussed and admired our cars. The cars were judged for presentation by a representative of Shannons Insurance, and the winner was a very nice Napier from (I think) the early teen years.

I thought the run was very well organised, with marshalls on every corner, so even Richard

Tapp wouldn't have got lost. After 2.30 pm we were permitted to leave, and we chugged off home, feeling well satisfied with the day's outing, having enjoyed good company, no rain, and some beautiful old cars, the likes of which we are not used to seeing at our club.

*David Crichton
Photos D Schumacher.*

David Schumacher



David and Shirley Crichton's 1916 Dodge tourer



Cars on display at Brighton



PAST EVENTS

12th Chrysler Restorers Tour 2010

Cathy and I honeymooned on Kangaroo Island in 2004 and since then we've been looking for an excuse to return.

As a Plymouth driver, I'd been reading the CRCSA newsletter on a regular basis when in 2009 I noticed references to the upcoming 2010 National Tour. Combining the chance to join in on a Chrysler tour and return to Kangaroo Island seemed like a good idea, so we joined the CRCSA, signed up for the tour and started planning our holiday.

We contemplated driving the Plymouth all the way but I wasn't sure if it was up to the task. Getting 3 weeks worth of clothes and supplies into the roadster is not easy so we decided to put it on the trailer.

The plan was to trailer it to Renmark and then leave the trailer with a contact, Ken, in the Dodge club and then carry on in the Plymouth for a weeks holiday on Kangaroo Island.

We took our time on the trip down and opted for some of the quieter roads in western QLD and NSW, travelling from Brisbane via Charleville, Bourke, Broken Hill and Wentworth before pulling in to Renmark after a leisurely four days on the road.

We arrived in Renmark the afternoon before the tour. As soon as we pulled into town we started meeting other tour entrants. This was handy as we'd forgotten our tour maps and couldn't find our motel. At the motel, the car park was already half full of Plymouth, Dodges & Chryslers, mostly from the NSW club, but a few locals were present.

The tour has already been written about, so I'll keep it brief. Cathy

and I thoroughly enjoyed the week, thought it was very well organised and ran very smoothly. We made new friends and swapped a lot of stories.

We were welcomed and well fed everywhere we went, and have taken away some good memories and photos.

With the tour over we had to pack, get the Plymouth back on the trailer and get to Ken's place in Willunga and then on to Adelaide to our motel for the night. Despite some navigational misadventure, we found Ken's place, but Ken was out! We did get to meet his mum and son and got to pat the dog.

We made it to Adelaide in time, but managed to lose the petrol cap on the highway somewhere (along with about 10L of fuel). I had to hike about 3k when we got in to town to find a servo with a spare! Take-away and an early night.

The following day we took off for Cape Jervis, picking up supplies on the way and made it to the ferry with an hour to spare. The trip over was slightly longer than expected as the Captain had to coast

for a while to let a passing whale get out of the way.

On arriving on the island we had a little time to spare, but needed to get to the far end of the island for our accommodation at Hanson Bay.

While on the island we returned to some of the places we had been before and got some shots of the car in front of the lighthouses and lighthouse keepers cottages. We went to the Roo Swamp gallery and picked up some wood turnings and visited the Stokes Bay native garden and cafe.

We spent a little time in town and returned to Seal Bay, We had only been on the beach for 5 minutes when a storm rolled in and blew us back up the sanddunes.

We'd been enjoying top-down motoring for a while, but it was time to put the roof up and the windows in with the rain setting in and the wind getting cold.

After a few tranquil nights at Hanson Bay we moved on to Cape Willoughby. The 25km of dirt road to the lighthouse was a trial and the washouts and corrugations kept the driver alert.



Scott Fagg and Cathy Howie 1929 Plymouth U roadster

PAST EVENTS

12th Chrysler Restorers Tour 2010 (ctd)



Cape Willoughby Lighthouse cottages



Scott and Cathy



Exploring Kangaroo Island

By now we'd been away from home for about 2 weeks so had a 'day off' and didn't wander far from the cottages we were staying in. The resident Ranger was interested in the car and showed us pictures of the lighthouse keepers cottages from 1929 that show the family with a Model T ford from the late 20s.

For our last day on the island we picked up some local wines, honey and lunched at the pub while we waited for the ferry.

Back on the mainland, we returned to Ken's to pack for the trip home.

Unfortunately we missed Ken again as he was busy driving a 1960 Caddy to Darwin. By the time we had the Plymouth back on the trailer it had covered just

over 1000km while in South Australia. It hadn't let us down once, although it did leave quite a lot of oil behind and didn't like the cold mornings on the island.

The return journey got off to a bumpy start when the navigator fell asleep and we had travelled 150km before we realised we were on the wrong highway! We had to take some back roads through Morgan and Burra to get back on course.

In Morgan we were approached by a local wondering if we were lost or looking for Burra. Puzzled, he explained that he was the local organiser for a re-enactment of a Burra car club rally originally run in 1906!

We were invited to their display, dinner and to join in on the rally,

but unfortunately we didn't have any days to spare as I had to be back at work in a few days.

For the trip home we went via Broken Hill, Dubbo and Tenterfield.

We stopped in Stanthorpe to stock up on wine and visit friends before making it home at sundown. We weren't in the mood for cooking and the cupboards were bare, so we had a quick shower so that we could go out again for a local car club dinner to catch up with friends and tell them of our adventures.

After learning that the next Tour is to be held in Warrnambool in 2013, I've set myself a goal of getting my 1929 Plymouth 4 door sedan on the road in time for the tour.

This will also give me a chance to take the car back to where it came from in Victoria. I think we'll be a bit more adventurous and drive the Plymouth the whole distance next time and we look forward to catching up with our new-found friends again.

Scott & Cathy.

MEMBERS CARS

1933 Dodge Brougham

In late 1932 a principal from the Sydney Dodge dealer Harden and Johnson was being shown around the factory in USA when he took a fancy to a Brougham on the assembly line. Having previously indicated to the company official guide that he was after a personal car to take home, he was asked, why don't you take one of these home? "I think it's a bit long", was the Aussies reply. "We can make you a short wheelbase one", he was told. This is that car.

In early 2005 Chip Thomas told me that if I contacted the Chrysler Historical Collection in USA they would be able to provide a copy of the 'build card' for it. To cut a long story short I received the details on 21st July 2007 after giving up on them from time to time. So now I can include the cars "birth certificate".

Built - Detroit December 29th 1932
Shipped - January 3rd 1933

Gear ratio - 4.375

Brougham RH drive

Body number - 959B

Engine number - 8500

Destination - Sydney, Australia
Radio number - H48014
Wheels - 2 wells (2 sidemounts)
Paint spl - Almond green.

I have purchased an actual copy of the build card for \$45.00 US. I believe this car deserves it's "birth certificate".

I must add that the reason it took so long to get the build card was that Chip's father Bruce who did the initial search, assumed that the car was built in Detroit and shipped out of Canada or was built in Canada.

In either case the build card would have to be located in Canada where their records are apparently kept in something akin to a shoe box in comparison to the system in Detroit.

After some time the car changed hands to the company secretary, who in 1958 thought it was too cumbersome to drive in Sydney's traffic and wanted to get rid of it. Being unable to get a decent trade in price on a new Holden, she gave it to an uncle to cart hay on his farm near Windsor NSW!

Thankfully he didn't do this, but

left it in the hay shed for 10 years during which time a young Peter Davidson spotted it and did what most of us would have done at that age by asking if he could wash it, drive it etc. When he was old enough he tried to buy it but was declined. (Perhaps his parents were like mine and said "you don't want an old car like that, it'll keep you poor, better get a newer one"). Time passed and Peter got a phone call from the widow of the farmer, who'd stored the car, asking if he still wanted it and could he come and get it as she was tired of people trying to buy it.

Since this is the history, as I know it, of my 1933 Dodge Brougham, no money was to change hands he wasted no time getting his mate (who has a 33 DB tourer) to hook on his trailer and get the Brougham home. About 1972 Peter had the car painted in the original Almond Green, fitted 4 new tyres a clutch and enjoyed his new toy. In about 2000 Peter sold the car to Ken Luscombe in NSW who fitted stainless steel sleeved brake cylinders and new linings as well as a new island roof insert and



Graham Bailey and Jenette Black's 1933 Dodge Brougham

MEMBERS CARS

1933 Dodge Brougham (ctd)

headliner. The radiator was disassembled and rodded and the valves faced. This was only a stop gap as they lasted about 1500 miles before I had the task of finding new ones, which brings me to my involvement with the car.

As a boy of about 12, I was given a TJR bodied 33 Dodge sedan as a roo shooting car. It lasted me about a year before I dismantled it to get at the clutch. It never ran again! However, in 1998 I retrieved the motor, gearbox and front axle from it when visiting my brother in NSW. I've liked 33's ever since I saw that one.

One day in the early 80's while on a visit from Alice Springs to my parents on the NSW Central Coast. I drove out to see the farm that I grew up on and there in the shed that I had helped Dad build in the 1950's was an old car. Peter, the owner, said it's a 33 Dodge Brougham (I thought there's no such thing but I was proved wrong when I got home and checked my Dodge Story). Peter showed me how the automatic clutch worked and I was amazed to see the clutch pedal go to the floor whenever he

decelerated.

In 1993 while on a wild goose chase for DA wire wheels I spoke to Peter who thought he might sell the car. When he said \$25,000.00 I switched off due to lack of funds.

In late 2004 while reading Just Cars magazine I saw an advertisement for a 1933 DB sedan. As I was in the vicinity I rang to see if it was indeed the car I had seen in the 80's.

I still was short of the asking price but could I have a look anyway.

Due to unforeseen circumstances I didn't get to see the car till my next trip north a month later. I recognized it immediately as the Brougham. It had the dual sidemounts, twin trumpet horns and a factory fitted built in trunk.

It still had only one spare wheel cover (the other was thrown away after an accident with the second owner years ago). Inside, the Bedford cord upholstery was still too good to replace, although the headliner was replaced when the new island roof material was fitted.

On the dash the Philco radio was as it must have been in 1932 with the

beautiful tone only available on valve radios. The electric clock in the rearview mirror told me the time and if I cared for a cigar the lighter was waiting on the dash. After deliberating over it for a couple of months I put in an offer and on 18 January 2005 I was the new owner.

The car arrived in Australia with a number of features that differ from the locally bodied cars. Most notable of course is the lack of wood in the frame. Dodge built this car (Body number DP 959 B) all steel.

The handbook in the glove box has the same numbers recorded in it as are on the car, Serial number 3585773 and Engine number DP 8500. When I took it to get registered the inspector wanted to use the factory inspector code letter in front of the engine number. It took some time for me to convince him that he was wrong and interestingly the NSW registration certificate has this code wrongly included in the engine number. Perhaps this mistake was made in 1933!

After researching The Dodge



Graham Bailey and Jenette Black's 1933 Dodge Brougham and teardrop van

MEMBERS CARS

1933 Dodge Brougham (ctd)

Story, the standard catalog of Chrysler 1914-2000 as well as a sheet from Chrysler historical section titled 1914-58 Dodge Serial Number List the actual total number of 1933 Dodges is debatable but 103,000 will be close, I think. At the same time it seems 2,556 model DQ's were built in Canada. Some of these were to be found here in OZ, with engine prefix TDP as used on trucks, and on the Aussie built Ute.

I have seen one sedan of this type with a serial number tag from Dodge Brothers Truck Division over stamped with a large letter stamp presumably at TJ Richards body plant in Adelaide (I have the plate). My guess is that TJR bought the cheapest chassis, being the flat faced cowl or perhaps the windscreen cowl from Dodge truck division to build its bodies on.

Of these 103,000 or so 1933 Dodges, 15,420 were short wheelbase.

I have a Ute and the Brougham that are short. I also have a long 35 K.C. coupe Ute and a short roadster Ute of the K.C./1935 variant that uses the same panels, however only 4,200 Broughams were built for 1933. This included all configurations, i.e. standard, deluxe, 2-door etc.

In fact the standard catalog of Chrysler makes no mention of a 4 door Brougham at all but I have contacted another Brougham owner in the US and his is a 4 door too.

The Dodge Story shows a picture of a 5 passenger 4 door Saloon Brougham as a prototype.

I would be interested to hear from anyone who has information on any other 33 Dodge Broughams, either here in Australia or elsewhere.

Given the luxury car tariffs of the day there may not be any others in Australia particularly as there are so few in U.S.A.. Any info on this

would be greatly appreciated.

I spoke with the Dodge Brothers Club of America's 33 tech rep, who said he believed it would be the only short wheelbase 33 Dodge Brougham in the world given that he knew of only 4 restored Broughams in the states and they were all LWB. "Most short cars were used as donor cars for restoring the more prestigious long ones" he said.

Who knows? And does it even matter, just so long as we have a good-looking reliable Dodge.

Innovations for 1933 Dodge: Silent helical gear transmissions, first 100 horsepower Dodge, most powerful model up to 1933, new long wheelbase six, new pressed steel artillery spoke wheels (known as Airwheels), new six cylinder engine. Dodge was America's fourth ranked automaker for the year.

I decided to join Dick Hart and co on the trip to Alice Springs for the Transport Hall of Fame reunion in August 2005. Car of choice was of course the 33. Accommodation of choice was the teardrop, which was painted to match the car.

What a great trip and a great car, I love it.

The teardrop. Well, I wondered if it was a waste of time and money building it, but after this trip my doubts were erased. It's just so easy to tow and beats putting up a tent.

Hungry on the trip? Just open the back and there it is, in all a great combination. Although due to a missing valve collett the 33 failed to complete the trip home from Alice under her own power it's still the best old car I've owned.

(Sorry Matilda, but you're the best Ute I've owned).

Since I started this story I have spoken to a lot of people who passed on various tales about it.

Obviously not all are true but interesting none the less.

One man believes it was seen on a truck heading for the scrap dealer and told to "deliver it to my place".

Another, more plausible story is that the farm where it was being stored was sold and the developers were in with the bulldozers and Peter had to get it TODAY!

Yet another is that it was on the Harden and Johnston stand in the 1933 motor show in Sydney (does anyone have a picture of that?).

I'm now aiming to do running maintenance rather than restore away it's mostly original character.

If you see a profile cut steel picture of a 33 Dodge, look for the closed rear quarter panel to see if it's a Brougham. My car was photographed at the 2006 Bay to Birdwood and we picked up our copy of the artwork a few days later.

Speaking of Birdwood. The Brougham is there in the National Motor Museum for 3 months as part of the Chrysler Restorers club (S.A.) display.

Graham Bailey

Photos: Richard Tapp



MARKET PLACE

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Plymouth sedans from 1946 through to 1957, Chrysler Royal, Dodge Phoenix, Chrysler Centura and the full Valiant model range is included. Simca and Rootes connections as well as the Dodge/Fargo/Commer commercial vehicles, aircraft components and industrial engines are all included. A detailed chapter on the T J Richards era is also covered. This book has pride of place in my library and

I commend it to all Chrysler enthusiasts and historians. Our club had a box of books to sell and currently has just a few left.

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