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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:	Cathy Woods, 4 Peter Place, Campbelltown 5074ah 8165 3971
Vice President:	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093 8263 5416
Secretary:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044 ah 8295 2615
Asst. Secretary:	Ann Lind 56 Currawong Crescent, Modbury Heights 5094 ah 8263 6998
Treasurer:	Alan Driver, 6 Hastings Road, Brighton SA 5048 ah 8298 1194
Editors:	Bob Haywood, 2 Rosemary Street, Woodville West 5011 8268 3508 Richard Tapp, 17 Simpson Parade, Goodwood 5034 ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087..... ah 8261 7971
Assistant Librarian:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126..... ah 8251 3240
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090 8264 2261
Public Relations:	Andrew Norton, 135 Perry Barr Road, Hallett Cove 5158 0410 705 465
Runs Coordinator:	Brenton Gibb, 18 Caroonna Avenue, Para Hills 5096 ah 8263 2908
M/ship Vehicle Records:	Jenette Black, 41 Reservoir Road, Hope Valley 5090 ah 8264 2261
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 - Garry Williams, 11A Wisdom Street, Seaton 5023 8353 0027 - Brian Miles 40 Kym Street, Port Noarlunga 5167 8327 1993
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 Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 8386 2931
Catering Coordinator:	Josie Miles, 40 Kym Street, Port Noarlunga 5167 8327 1993
Club Tools held at:	Chris Howes, 4 Peter Place, Campbelltown 5074..... ah 8165 3971

Note that most committee members have e-mail access. You will find their e-mail addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the web version of the magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 1 April 2011. Corrections/amendments until Sunday 3 April 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

14th March 2011

Run with Chrysler Car Club – Southern Vales

17th April 2011

Shed Tour Woodside

22nd May 2011

Shotgun Shoot and lunch. More information Brian Miles

12th June 2011

Annual Pub Lunch. More information Ross Fleming and Brenton Gibb

3rd July 2011

Joint run with MAPS to Mallala Museum then lunch at Port Parham.

INVITATION/OTHER CLUBS' EVENTS

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, Meet the Clubs Tour, South East & Kangaroo Island

17th April 2011

2011 Rock & Roll Rendezvous – 10.00am – 5pm at National Motor Museum. Breakfast from 7am and cruise as a group from the Torrens Parade Grounds. More information and entry forms available from Brenton Gibb 82632908.

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”. Entry forms available from Brenton Gibb 8263 2908

SWAP MEETS

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.

Welcome to our New Members

Nick Hunt	1929 DeSoto tourer	Damien Mangelsdorf	
Kalangadoo		Loxton	
Jason Mallia	1957 Plymouth sedan	Brett Newley	1977 Valiant Drifter CL
Parafield Gardens	1959 Plymouth sedan	Clovelly Park	
Barry and Judy Mangelsdorf	1969 Chrysler VF	Clive Pocock and Amanda Geddes	
Loxton		McLaren Vale	1929 Chrysler 70 sedan

ALL CHRYSLER DAY 2011

Our club members cars on display at this years All Chrysler Day. A full report on this event in next issue.

Photo Richard Tapp



Cover Photo

Ross and Meredith Bryant's 1966 Valiant AP6 sedan, photographed at the Chrysler Restorers Club 30th anniversary. *Photo: Richard Tapp*

COMING EVENTS

Chrysler Club of SA Combined Run

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 winery for

lunch. Prices to be advised.

Brenton Gibb

Regal Ramble

28th March– 10th April 2011

Plans are all in place, by now all meal entry forms would have been sent in. Entries have closed, en-

trants will have received their rally packs and all in readiness for an interesting tour. Looking forward to meeting up with old friends again

on another of our popular extended runs.

Bill and Joy Watson

Shed Tour Woodside

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 Chocولات. 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**

Shotgun Shoot and Lunch

22 May 2011

Run to the Southern Rangers Black Powder Club for a fun day of clay target shooting.

One on one supervision/training using a 12 gauge shotgun. Cost for a round of 25 clays including clays, ammuntion, bbq lunch, loan of shotgun and training is \$20.\$5 bbq lunch for non-

shooters. Tea and coffee will be provided.

Meet at the old weigh bridge on Main South Road O'Halloran Hill at 9 am for a leisurely run into the gorge behind Old Noarlunga for a short safety briefing and a 10am start on the shooting range. Enclosed footwear is required and safety glasses / glass-

es if you have them.

Please bring your old/classic car for display.

A run sheet will be handed around at the next club meeting

For further information contact

**Brian Miles
041 249 7772**

Pub Lunch 2011

12th June 2011

The annual Pub Lunch, believed to be the 25th Ross has arranged,

is on again on Sunday of the June long weekend. The venue is the Wallis Tavern at Mount

Barker. Cost and run details later.

Ross Fleming

Joint Run with MAPS

3rd July 2011

Joint trip with MAPS club to Mallala Museum then onto Pt

Parham for catered lunch. Leaving times and prices in next magazine.

Put this date in your Diary.

**Ashley and Margaret
8341 6661**



FROM THE COMMITTEE

President's Message



Greetings friends, I have appreciated your support and well wishes since I was elected as

President. I don't need reminding that I am the first female President in the Club's 30 year history. I feel very encouraged that I can fulfil this role surrounded by knowledgeable long time members.

It has certainly been a busy three weeks since the AGM. The new committee met for the first time and it was a lengthy meeting covering such diverse topics as the cleanup roster and possible changes to the Club's Constitution.

As joint Historic Vehicle Registrar with Chris Howes, the start of the year has other challenges as we update log books. This has certainly gone smoothly so far thanks to club members reading the magazine and following instructions.

Lindsay Gibb has moved to the role of Vice President, his two years were certainly event filled and he proved to be an excellent ambassador for the club as well as an outstanding role model for me.

There have been changes to the committee with Ross Fleming, Judy Hart and Lorraine Beythien all stepping back after a collective 40 plus years of service in various positions.

Many thanks for all your committee involvement.

Jenette Black has taken over Membership Records and has already attended training for the new system to be used to maintain the club records.

Andrew Norton has taken over Public Relations with enthusiasm.

Bob Haywood has been promoted to Editor and Richard Tapp is enjoying the assistant role.

Our program of club runs has been planned until August, with two outings being combined with other car clubs. Both these events have taken a good deal of planning and offer an enjoyable day out with both new and old friends.

Any club member can organise a club run in consultation with the Run's Coordinator, Brenton Gibb so if you have an idea for a suitable place to visit don't hesitate to make the suggestion to him.

The club is only as strong as those that volunteer. The Committee members are all volunteers and half of them have full time jobs as well as Club commitments so please consider this when making contact.

Norma Schopp was the recipient of a Community Achievement award on Australia Day for services to the Balaklava Community. Congratulations Norma, well deserved recognition.

The next Federation tour, the "Regal Ramble" is scheduled for the end of March and Chris and I

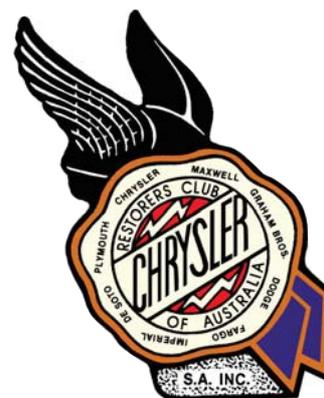
are looking forward to the fun and new experiences that such a tour brings. Bill and Joy Watson are joint organisers of this tour and we are grateful to them for many years of tours from Ceduna to Broken Hill and Mt Gambier. Bill and Joy have resigned as club members so they can slow down a little, and I would like to express my thanks to them both for years of input into promoting our Club and keeping us well informed on Federation matters.

My club Car -1976 GD Galant is looking forward to seeing you all out and about this year. So bring your club car or modern, join in if you can, you never know where you may go or who you will meet. The fellowship of this Club still continues to surprise me, be a part of it.

Cathy Woods

BEST ADVICE SO FAR (but more advice needed)

"You need to eat more Roast Pork Sandwiches so you can reverse park the Royal with one hand" ANON



CLUB NOTES

Retiring Office Holders

ROSS FLEMING

Ross Fleming has decided to call it a day from his position of assistant secretary, a position he has held for the last two years. Prior to this he held the secretary role for 25 years, a terrific effort and the club is fortunate to have members who are willing to put time and effort as Ross has. Ross has also been responsible for organising the annual pub lunches in June. Thanks Ross for your long standing interest in the club.

JUDY HART

Judy Hart has retired from the Club Records position after 9

years. A very demanding job which she carried out with the minimum of fuss. A favourite comment on Judy's report at meetings was when asked her response was "nothing to report". Congratulations Judy on a job well done. Enjoy your spare time no doubt will still be an active member of our club. Jennete Black has been elected to this position and is also looking forward to this new challenge.

LORRAINE BEYTHIEN

Lorraine Beythien has stepped down from position of Public Relations after holding this

position for many years. She has been a tireless member in this position and has always been prepared to assist and advise in the very demanding role that Public Relations demands. Congratulations Lorraine, we hope you and Trevor can take a well deserved rest and enjoy some touring that you have been promising yourselves. Andrew Norton is our new Public Relations Officer and is looking forward to this new role.



Community Service Award

NORMA SCHOPP

Congratulations Norma Schopp on your award for 40 years community service in Balaklava. For interstate people Balaklava is a country town located in the lower mid north of South Australia. Norma is also a very active and respected member within our club.

Bob Haywood



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Maurice Emerson, Brian Miles, Ross Fleming, Cathy Woods, Bill and Joy Watson, Chris Howes, Lindsay and Marlene Gibb, Jenette Black, Joy Miels, Terry Jones, Rod James and Graham McRae.

Our thanks to the magazine despatch team, being Richard Tapp, Jenette Black, Garry Williams and Dean Davis.

Bob Haywood

WEBSITE STATISTICS

	Jan 2011	Feb 2011	Feb 2010
Visits	1,003	1,024	554
Pages	8,706	8,090	1,341
Megabytes	n/a	n/a	3,301

Statistics exclude photos and videos.

CLUB NOTES

Historic Registration and the Code of Practice

Registration and membership renewal is running at a frantic pace at the moment; thank you members for your diligence with paperwork, this has made our task relatively painless.

Recent discussion has arisen regarding clubs providing HVR for other makes outside their stated criteria, in other words, should we be catering for makes outside of the Chrysler group; the Federation has advised that we may be at odds with DTEI regulations.

Our committee has discussed this topic at length and decided that it may be wise to make

provision in our constitution for "other makes", I raised the topic at a recent Federation meeting and they advised that this should be our course of action. To this end we have invited committee members to a special meeting in March in order to prepare a proposal to amend the constitution and formalise the inclusion of other makes. One other point to consider is that if you have another make, and we are not familiar with it, the onus is upon you to provide the information on its eligibility.

On another topic, can I ask that if you are approached at anytime regarding membership and

historic registration please redirect that query to me in the first instance; before going any further. It is imperative that potential members are fully informed on all aspects and their responsibilities regarding HVR. In the same breath, could I ask also that if any member wishes to put a vehicle on historic registration, please contact me first, not your nearest Assessor; I will arrange an Assessor to come and visit you; and remember that these people are volunteers, they may not always be immediately available, respect their position and work with them.

Chris Howes

Membership Renewals and HVR

Membership renewals are now due and for those of you with vehicles on HVR you are required to be a financial member to retain this privilege, being non financial means your vehicle is unregistered no matter what the expiry date is.

You have until March 31 2011 for your renewal and log books to be processed; if we have not

heard from you by then we are obliged to advise DTEI your membership is cancelled and your registration is no longer valid.

If you have not already done so please forward the following:

- Membership renewal form and payment
- Current registration papers;

- Log Book + 4 x 60c stamps if your log book needs renewing
- Self addressed stamped envelope

You can mail this to the club postal address, or directly to:

**Chris Howes
4 Peter Place
Campbelltown 5074**



CLUB NOTES

Federation Meeting Report



Cathy and I attended the last FMHC meeting as substitutes for Graham McRae who was unavailable.

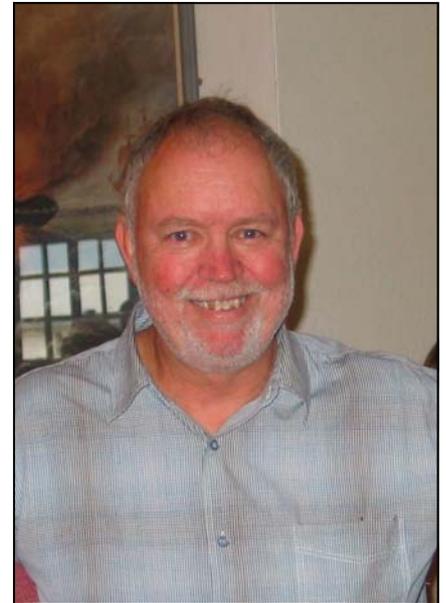
Below is a brief resume of the topics discussed which would be of interest to our members:

- FHMC met with DTEI and SIV (Special Interest Vehicles) regarding the ongoing transformation of the Code of Practice and HVR in

general. There is no intention to change the existing scheme at this time.

- There is concern over the growing number of vehicles in the current scheme (12000 approximately) and consideration is being given to a cut off date rather than the current rolling 30 years.
- Aftermarket air conditioning for vehicles of an era when it was available is considered an acceptable accessory.
- For vehicles on HVR, registration papers need to be stamped when registration is renewed, not just for membership renewal.

Chris Howes



1956 Dodge Conversion

The owner John Swanberg of Minneapolis draws a crowd on Michigan Avenue with his double deck 1956 Dodge. He built

the second deck in his spare time at a cost of US\$1,000. The second deck, equipped with a reclining seat, sits or sleeps three

passengers. This article supplied by Wayne Bartlett.



PAST EVENTS

Mt Gambier V&V Car Club Event January 2011

22-23 Jan 2011

This was our second venture to the Mount for their annual tour. This time it was called The River Ramble. We arrived on the Friday afternoon and after settling into our cabin in the caravan park we noticed other CRC members enjoying a happy hour or two close by. Well one has to be sociable so the party got bigger real quick. We had intended to register at the Clubhouse and pick up our rally pack but that had to wait!!

Time got away but mobile phone technology took over and in no time one group was booking in to the RSL for dinner courtesy Ron Hincks, while other senior rev heads were off to the speedway. They later said it was good but very, very cold. We eventually registered about 9pm.

Nothing was programmed for the Saturday morning so a small group went to Pt MacDonnell to visit the Donald Feast collection of mainly Valiants plus an unbelievable collection of memorabilia. We also had a guided tour of the town. In total a most enjoyable morning was spent. In the afternoon the tour began with a visit to the airport where much of the war time history of the place was detailed. Mt Gambier played a significant role in air defence during that period.

The evening was spent at the clubrooms where we enjoyed a BBQ and great fellowship. We enjoyed the country hospitality as we mingled with their members and renewed some friendships from our previous visit.

Sunday morning all the entrants assembled their vehicles on Lady Nelson Park on Jubilee Highway. It was an impressive display of cars, bikes and commercials through the ages with some rare brands amongst them. About 11 am the procession started out for Nelson, just across the Victorian border. It was an impressive sight along the undulating and winding relatively quiet country road as there seemed to be cars stretching for

kms. After a short break in Nelson it was time to board the boat for a leisurely 2 hour cruise on the Glenelg River. Lunch was served on board and the Captain provided an interesting commentary as we explored this beautiful waterway.

In the evening we all attended the Presidential Motel for the tour dinner. It was a great venue, food was good and a local band provided music from the era of the guests. We could even dance to it.

On Monday morning a breakfast was provided at the clubrooms before saying our goodbyes and departing for home.

A great weekend we can thoroughly recommend and we look forward to their future events.

Lindsay and Marlene Gibb

Photos: Bob Haywood 2009



PAST EVENTS

Ray Miels Memorial President's Breakfast Run 2011

Here we are again into another year. This year I headed for Adelaide on Saturday to stay with my daughter, which meant I had a later start for the breakfast run. That gave Allan and Cynthia Kempster a reprieve.

On arriving at Glandore I was greeted by my and Ray's great friends John and Gill Fishlock from the Ford A Club and Kevin and Anna Fagan from the Sporting Car Club.

Lindsay Gibb introduced Graham McRae to say a few words about Ray as they had known each other during their working time. Thank you Graham.

It was a good turn out of members considering the forecasted temperature of 42 degrees.

A short run to the Gum Recreation Park Tranmere via Cross Road, Greenhill and

Glynburn Roads had most people arriving by around 8.30. A well chosen area with plenty of shade and nearly every one settled in for a BYO cooked breakfast. We all enjoyed a very pleasant morning, catching up with old friends for a chat. By 10.30 people began packing up and headed for the comfort of their home air conditioning.

To finish off a nice day my family took me to the Largs Pier Hotel for lunch.

I would like to wish the club members good motoring and all the best for 2011.

Joy Miels

Photos: Richard Tapp



PAST EVENTS

Queen Mary 2 Returns to Adelaide

20 February 2011

Margaret Edwards and Ashley Farrow opened their house to club members to view the arrival and departure of this magnificent ship. The weather was a bit threatening in the early morning for the arrival at around 6.30am.

Fortunately it fined up and was quite pleasant on its departure at 1.20 pm. Two of our members Ken and Carole Barnes embarked the ship at Capetown in South Africa and called in to see Margaret and Ashley on their way home. Thank you

Margaret and Ashley for your hospitality and the tea coffee and cake.

Bob Haywood

Photos Bob Haywood



ABOUT THE QM2

The Queen Mary 2, owned by Cunard Line, was ordered in November 2000 and built by STX Europe Chantiers de l'Atlantique, Saint-Nazaire, France at a cost of US\$900 million.

The keel was laid on 4th July 2002 and completed 23rd December 2003. She was christened by HM The Queen on 8th January 2004 and her maiden voyage was 12th January 2004. She is the largest *ocean liner* at this stage with a tonnage of 151,400 tons with a displacement of 76,000 tons. She is 345 metres in length, 41 metres wide at the waterline, and 72 metres high from keel to the top of the funnel, with a draught of 10.1 metres.

She is powered by 4 Wartsila V16 diesel engines producing 16,800 kW in conjunction with 2 GE turbines producing 25,060 Kw. Propulsion is by 4 Rolls Royce/Alstom "mermaid" electric pods, 2 of which are fixed and 2 varied angular movement.

Top speed is 54.86 km/h with regular cruising at around 48 km/h. She is capable of carrying 3,056 passengers with 1,253 crew. The largest *cruise ship* is the Oasis of The Seas at 252,000 tons.

PAST EVENTS

Queen Mary 2 Returns to Adelaide (ctd)



TECHNICAL FORUM

Fixing a Problem

It's quite amazing how something can bug you for years before you find a solution.

My 1946 Dodge was restored to drivability some ten years ago but is still an ongoing 'work in progress'. Over these years the steering box has required constant filling. There was no question as to where the oil was going. A constantly 'wet' Pitman arm and a trail of oil on the road behind the Babes In The Woods would have no trouble following.

Simple-- in at the top and out at the bottom.

But I'd renewed the Pitman arm bearings and seal. So what was the problem?

Solutions from club members ran to :-- If you don't put oil in it won't leak out.

Well you can't beat the logic there.

Put a grease nipple in the filler cap and pump it full of grease.

The problem here is that the grease may or may not reach the Pitman arm bearings. Also the sulphurs in grease is not good for bronze bearings

They all leak, get over it.

Surely the engineers at Dodge didn't design the box to leak. Or did they?

After much thought, mostly confused (see above) I decided to overhaul a spare steering box I just happened have (as we restorers do).

So I renewed the Pitman arm bushes and fitted a new seal, a

new steering shaft bearing and seal at the bottom of the box. A new seal for the steering shaft where it enters the steering box. I topped this off with a new gasket to seal the cover plate. The filler cap completed the sealing and containment of the oil. And it looks good. Painted shiny black and fully adjusted, just waiting to be installed.

But still there was doubt. I'd been here before.

Lets check. The steering shaft sealed top and bottom. The Pitman arm sealed at the bottom. The cover plate sealed with a gasket and the filler cap screwed down tight. Totally sealed.

Now, my high school science (tech school actually) said that when a substance is heated it expands, when it is cooled it contracts. So as the temperature fluctuates where was the expanding oil in the steering box going to expand to? It had nowhere to go.

When the box cools down the lip seals allow air to be drawn into the box to be repressurised when the box warms up causing the oil to be expelled at the lowest point – the seal on the

Pitman arm.

The box just has to leak, by design?

And just to make sure it heats up, my right hand drive vehicle has the steering box fitted next to the exhaust manifold

So I fitted a short length of tube into the filler cap with a loose cap on the end of the tube similarly to the ones fitted (surprise, surprise), to the gearbox and differential. I used a tube, about 25mm long, so that if the vehicle was on a downward surface the oil in the box, which should be level with the bottom of the filler hole, would not run out of the breather.

No worries. It works fine and after six or so months the oil is still at the correct level. And I have a dry Pitman arm.

The Babes In The Woods are totally lost!

P.S. Does anybody want to buy a reconditioned steering box. I'll even chuck in a breather.

Terry Jones



TECHNICAL FORUM

Fuel Vaporisation

I saw this fix on one of those very expensive cars, (a Nash? a Hupmobile?) which were in the classic runs last year. There were two of these cars and although not the same year or color from a distance they looked like a pair of bookends.

The proud owner, when explaining the fix, said his car was insured for over \$60,000 and it was believable.

Anyway at the risk of the Grey Beards in the club saying, "we knew that" This is how the car owner fixed his heat-induced fuel vapor locks.

He drilled a hole into the petrol pipe, just before the fitting entering the carburetor. Into this hole he brazed a very small-bore capillary tube. He used copper tubing similar to that used in refrigeration. The other end of capillary tube is then introduced back into the fuel supply as

close to the main tank as practical. He explained that the ideal place to return the fuel was the fuel tank itself, but anywhere in the system between the tank and the pump will work.

The idea is that a small amount of fuel is constantly being cycled and cooled. Due to the small bore of the capillary tube the recycling amount is minimal with regard to the fuel that is being used by the engine and the pump delivery rate should more than cover it.

I should point out, and again the Grey Beards will be shaking their heads and saying

"It's obvious," that any work on a fuel system has danger. Care must be taken to drain all pipes and remove all vapors, especially from the tank. The new joints should be securely brazed and care taken to ensure the capillary pipe does not cause

a restriction inside the main delivery pipe. The system should be cleansed of metal shavings, flux etc. and reinstalled with sealed joints.

Perhaps some one can tell me if this will work on vacuum delivery systems.

Terry Jones

Photos: Richard Tapp



Adelaide Motor Show 1967



TECHNICAL FORUM

Modern Fuels and Classic Cars

Extracted from an R.A.C.V. article prepared by Daniel Wood, Research Engineer, Vehicle Engineering Team, RACV

Perhaps the most recent change to modern fuels has been the introduction of bio-fuels. Bio-fuels have been introduced to decrease our dependence on fossil fuels, clean tailpipe emissions and lower our carbon footprint, these outcomes can be achieved when used in the right vehicle

RACV must stress that ethanol blended fuels should not be used in carburettor equipped vehicles. A list of vehicles that can use ethanol blended fuels is available on the FCAI website (<http://www.fcai.com.au>).

As a general rule no vehicle built before 1986 should be run on an ethanol blended fuel, and vehicles built 1986 or after should only do so at the manufacturers recommendations.

Reasoning for this comes from multiple fronts; materials compatibility, fuel metering, durability and performance. In general both the environmental and financial benefits of E10 will not be realised in a pre 1986 vehicle.

Reports available from the Department for Environment, Water, Heritage and the Arts have been used as the foundations of this report. These are available at no

charge from the department and provide detailed and valuable information if any further information is desired. For a copy of these reports visit <http://www.environment.gov.au>

Should I run my classic car on an ethanol blended fuel?

No, vehicles built before 1986 are not considered compatible with ethanol blended fuels. Also vehicles fitted with a carburettor are not compatible with Ethanol blended fuels. Fuel injected vehicles that have not been indicated as compatible with ethanol blends should also avoid ethanol blends.

What vehicles should run on ethanol blends?

In Australia two types of Ethanol petrol blend's are available, E10 and E85. Most new vehicles are suitable for operation on E10 however only a select few can run on E85. Make sure your vehicle is compatible with the mix you wish to use by checking with the manufacturer or on the FCAI website (www.fcai.com.au).

Will the government and fuel retailers stop selling neat petrol?

A report in 2007 found that 59.9% of our petrol powered fleet are suitable to operate on E10, until a solution is found for the remainder, supply of neat petrol can't be avoided.

NSW legislation requires all regular grade unleaded petrol to be E10 from 1 July 2011, however it also states that the act does not require ethanol to

be added to all petrol sold in NSW. This implies that ethanol free premium grade petrol's will be available into the future.

Currently (July 2010) there is no bio-fuel mandate in Victoria, although our state government has established a target of 5% of all fuel consumption by 2010. If this target is not met they stated that they would consider mandating bio-fuels.

Will petrol disappear, leaving only ethanol blended fuels?

No, E10 contains up to 10% ethanol the rest comes from conventional sources. If we ran out of fossil fuels/crude oil we would not be able to produce our current E10 and E85 blends.

Are we running out of fossil fuels/crude oil?

It is generally accepted that our traditional fossil fuels will become too difficult to source and too expensive for transport, ethanol blended with petrol will not solve that problem. It could however prolong the life of the cheaper supplies. The finite supply of fossil fuels is a problem that will affect all of our current petrol, diesel and LPG fleet, not just classic cars.

What happens if I do put E10 in my classic car?

The results will vary, details on the effects have been studied by Orbital Engines Pty Ltd, reports are available from the Department for Environment, Water, Heritage and the Arts. In the report titled "Assessment of the Operation of Vehicles in the Australian Fleet on Ethanol Blend Fuels" the

TECHNICAL FORUM

Modern Fuels and Classic Cars (ctd)

1 Biofuel (Ethanol Content) Act 2007, No 23, New South Wales Government,

www.biofuels.nsw.gov.au

2 Driving Growth, A Road Map & Action Plan for the Development of the Victorian Biofuels Industry, Victorian Government, April 2007,

www.business.vic.gov.au/biofuels

following issues among others were raised, regarding vehicles considered incompatible with ethanol blends;

- Performance and Driveability
- Hesitation on acceleration
- Difficult starting
- Stalling
- Durability
- Loss of compression
- Higher combustion temperatures
- Premature engine failure due to piston and valve deposits
- Blocked fuel filters, increased debris in fuel lines
- Material Compatibility
- Fuel hoses shrinking and

swelling

- Failure of diaphragms and accelerator plunger seals
- Corrosion of carburettor, leading to possible sticking throttle.

Can I convert my car to E10 or E85 compatible?

Although technically possible, it means bringing the rubbers, fuel tank, fuel system and engine up to 21st century standards, RACV is not aware of a service currently provided that can offer this, or a need to do so.

What else has changed in regards to fuels?

The Australian Standards have become more stringent, giving access to better fuels for everyone with particular benefits to the air quality in Australia, details are available online at the Department for Environment, Water, Heritage and the Arts www.environment.gov.au

What are Australian

Standards?

Fuel quality standards are set federally by the Department for Environment, Water, Heritage and the Arts. The biggest recent changes have involved the removal of lead; the lead in fuel helped to increase the RON rating and decrease wear on engines, particularly valve seat recession. However the leaded fuel has linked to serious health issues (such as lower IQ, increase violent crime, and cause birth defects among others). Lead substitutes can still be added to unleaded fuel if desired.

Two factors have driven the further changes to the standard; air quality and our oil 'dependence'. As pollutants became a more pressing concern, our fuel standard has adapted with changes including low sulphur Diesel. They also introduced a limit on bio-fuels blends and their labelling.

via Chris Howes

Chrysler Royal Set for Sales Success

If ever a car had all the ingredients for sales success, that car is certainly the new Chrysler Royal. It is the most distinguished looking of all the prestige cars in Australia, and offers by far the best value for money.

In the enthusiasm for Simca (and Simca has well merited the amazing response from dealers and the public), it is very natural that some dealers may tend to overlook the importance of the Royal. This car is the spearhead of Chrysler manufacturing in Australia, and over 90% of it is built in this country.

The production of the Royal makes us an approved motor vehicle manu-

facturer in Australia. Overlooked, too, are the big sales opportunities that do exist for a car of this type, particularly at the Royal's amazingly low prices.

It is not generally realised that, there are today, over 29,000 Australians whose taxable incomes exceed £5,000 per annum. Including those whose incomes are over £4,000 per annum raises the total to around 48,000.

It is interesting to note that, of these 48,000 people, approximately 35% are engaged in primary production, around 12.5% are professional people. These figures provide a valuable

lead in the process of prospect finding.

Add to the number of private individuals who are in favourable income brackets for the purchase of a Chrysler Royal, the large number of business concerns who could employ with advantage, Chrysler Royals in their fleets. You will see that there is a market well worth intense cultivation-and more than ever before, you have the car to do it with.

Reproduced, with permission, from the sales Journal of Chrysler Australia

TECHNICAL FORUM

Fitting Radial Tyres to Older Cars

The switch from cross and bias ply to radial ply tyres is sometimes not as straight forward as it may appear, with some post war vehicles the major concerns to be addressed are:

1. Will the replacement tyre have a similar diameter as the original cross ply tyre? The importance of the diameter is that if the replacement tyre has a smaller diameter, the speedo readings are altered and engine revs are higher thus increasing fuel consumption and engine stress and wear.

2. Another consideration is— will the replacement radial tyre fit the existing rim?. For instance if we take a 1958 Chrysler Royal

as an example, the standard tyre was 670 by 15 on a 5 in. rim. A radial replacement that would be applicable would be a 205/70 by 15 or 205/75 by 15, legally the largest size for a 5 in. rim. The comparisons are:

670 x 15 cross ply: Overall diameter 28.58in. Cross section 7.01in.

205/75x15 Radial: Overall diameter 27.11in. Cross section 8.14in.

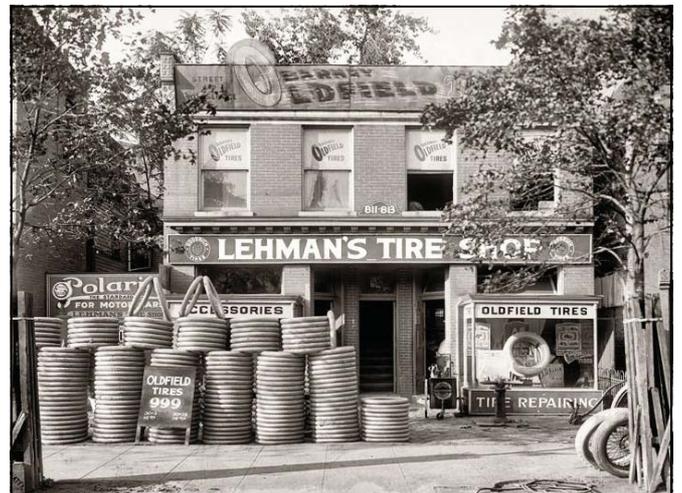
There is quite a range of passenger tyres available in 15in. It is just a matter of checking the rim width etc. It is important to deal with companies specialising in

the supply of tyres for earlier vehicles as they should be able to advise the appropriate replacement tyre.

The practise of fitting commercial vehicle tyres on some collector cars is a concern as the construction of such tyres is a lot heavier than that of passenger tyres and this could lead to cracking of wheel rims. Also, the tread are generally a lot simpler and therefore grip, ride and handling are often compromising for sake of a few dollars. Accelerated wear to suspension parts has also been experienced.

In conclusion, included is the radial specification and cross reference of various tyres.

P-Metric Radial	83 series Bias	Euro Metric	Alpha Numeric	Rim Width
P195/75R14	700-14, 735-14	185-14	E78-14	5-7in.
P205/75R14	750-14, 775-14	195-14	F78-14	5-7.5in.
P215/75R14	800-14, 825-14	205-14	G78-14	5.5-7.5in.
P195/75R15	640-15, 735-14	175-15	E78-15	5-7in.
P205/75R15	670-15, 775-15	185-15	F78-15	5-7.5in.
P215/75R15	710-15, 825-15	205-15	G78-15	5.5-7.5in.
P225/75R15	760-15, 855-15	215-15	H78-15	6-8in.
P235/75R15	800-15, 900-15	230-15	L78-15	6-8.5in



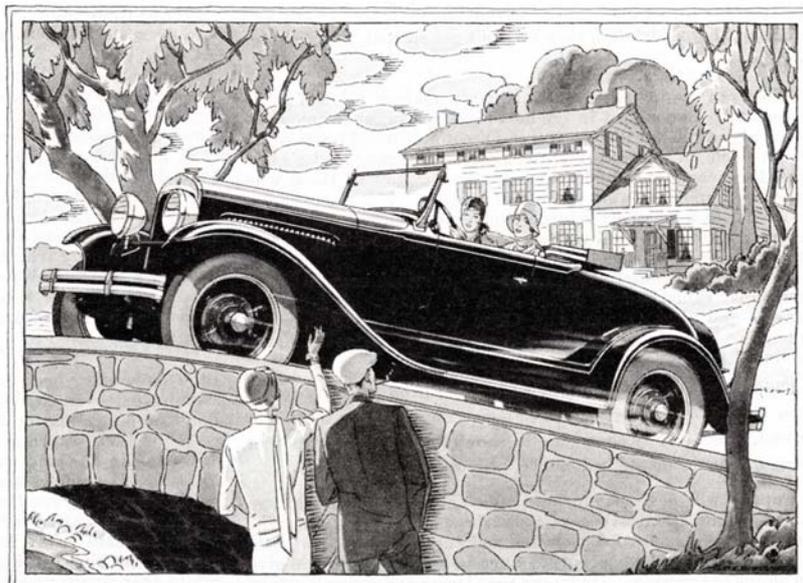
OUR MOTORING HERITAGE

1929 Plymouth Roadster

The Literary Digest for June 15, 1929 41



PLYMOUTH—product of Chrysler engineering and craftsmanship—has been so named because its endurance and strength, ruggedness and freedom from limitations so accurately typify that stalwart Pilgrim band who were the first settlers of Plymouth and among the first American Colonists.



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The impression of a higher-priced car is heightened when you ride in a Plymouth—when you enjoy its fine comfort and experience its smooth, flexible performance.

\$655
and upwards
f. o. b. factory

In today's Plymouth the Chrysler engineers have increased the stroke and piston displacement of its superb "Silver-Dome" type engine; have given it a much heavier crankshaft; have enlarged the main bearings and connecting rods; have designed a new system of full-pressure lubrication—and in many other ways have made a great power plant greater than ever—and more economical.

In addition to its eager responsiveness to the throttle, Plymouth handles with the lightest touch on the wheel—and has the safe, positive, easy control of Chrysler

weatherproof internal-expanding four-wheel hydraulic brakes.

Also, Plymouth is unquestionably the leader of its class in all phases of economy, including the cost of upkeep.

Coupe, \$655; Roadster (with rumble seat), \$675; 2-Door Sedan, \$675; Touring, \$695; De Luxe Coupe (with rumble seat), \$695; 4-Door Sedan, \$695. All prices f. o. b. factory.

Plymouth dealers extend the convenience of time payments.

PLYMOUTH

AMERICA'S LOWEST-PRICED FULL-SIZE CAR

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MEMBERS CARS

My 1933 Chrysler

Recently my son Henry and I were privileged to sit in on a Chrysler Restorers Club meeting. We both enjoyed it considerably. Henry and I were both impressed by the friendly banter within the meeting and by the obvious friendships that had been gained over the years.

We spoke to Chris Howes and Graham Bailey and they followed up our conversation by visiting our place and looking at our old Chrysler. They have both been great inspirations and have rekindled our ideas on fixing the Chrysler. We came to the meeting, as we thought it was the time to take action on getting our Chrysler back on the road.

It was originally my great grandfathers car, built in 1933 in Adelaide, with a Holden body. My great grandfather lived in Newcastle and ordered it from Yorke Motors, Sydney. It's a straight 8 with wheels on the running board, has a valve radio and spoke wheels. My grandfather inherited it at sometime in the 1940's from my great grandfather, who brought it down to Adelaide. It was my grandfather's pride and joy. He was an excellent illustrator and painted pin stripes on the car (which are still there). I remember as a child sitting in the ample leather seats going to the Oakbank races. I remember the day grandpa cut off his finger off with the luggage rack on the back - "There were words said that day that aren't legal to print".

My grandparents drove the car almost up to the time of my

grandparent's death. He would barely be able to see above the steering wheel and would often ask my opinion as to how far the car in front was. As an 11 year old I remember going to the footy with grandpa at Unley Oval. Grandpa was one-eyed supporter having played for Sturt in the 20's. We couldn't a car park so we drove around and around, grandpa got fed up with this and just drove into some ones front yard. I suggested that this was not a good idea, but grandpa ran to a different beat, he made his own rules. After the match we returned to find an irritated man and family looking at the car, grandpa wasn't fussed, he just jumped in hit the starter button and we were off. Grandpa loved the car, it had a certain presence – everyone knew him and his car.

When grandpa died in the 1970's I was a young lad (16) I bought the car from grandma and this money helped pay for grandpa's

funeral. I drove the car round for a number of years. As a young man I probably drove a bit too quickly – it was a fast car in its time. I ran out of fuel one night about 3 times, it was always thirsty.

Around 20 years ago I got it back on the road for my wedding. It managed to get to Carrick Hill and back; it was great on the day.

With a young family and with all the commitments that go with life, I am only now feeling that it is possible to get it back on the road again. I am aiming at the Bay to Birdwood, 2012. I feel that I have a great heir-loom that I can pass on to my kids, who are also both great car lovers.

Rod James



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We have a large 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.

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Ladies Long & 3/4 Sleeve 8 to 24 \$43
- Sew On Badges \$18
- Caps Navy/Red \$20

For all orders please see Andrew Norton on phone 0410 705 465



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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 Andrew Norton at the meetings or by phone at 0410705465

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

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 2nd badge name..... Price.....
 3rd badge name..... Price.....
 4th badge name..... Price.....
 5th badge name..... Price.....

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

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

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1928 Dodge standard 6 tourer 98% complete, fully restored 1978. Has been garaged in an open shed for past six to eight years so is very dusty. Many extras- all chrome, inc motor meter, sun visor, exhaust heater. Deceased estate, priced to sell \$5,000. Housed in Boronia, Victoria. Photos and or viewing upon request. For further details Alma Fulford: 0421 016483. or email at suzannefulford@hotmail.com

1952 Chrysler Windsor Deluxe, Roly & Carl, P.O. Box 135 Paringa

Valiant VC Safari station sedan 273 V8 on historic rego. VAL-273. \$7,950 Phone Brian Mob. 0410 411 267 ah. 8322 2925

1966 VC Valiant Automatic Slant Six, [S930-ACN] Beige, upholstery good, clean under bonnet, no major oil leaks, overall paintwork in good condition, slight surface rust under front edge of bonnet. Ph Dick Harmer, Mob 0457 071 986 at Kadina SA Asking Price \$7500 (o.n.o.) Michael Bartsch, (08) 8395 3919, has more pictures if required.

1966 VC Valiant Slant Six [RKP-780]. This is a slightly warmed 225c.i. Slant Six 1966 VC Sedan, South Australian registered until 22/03/2011. New LPG gas system fitted in April 2008. It is not eligible for Historic Registration! The car needs some TLC. Can email any photos required. Ph Graham McRae, 0402 339 139 Glengowrie SA (see pic)

Valiant Hemi workshop manual, suits VG, VH, VJ, Ken Greig on 8725 1570 Mount Gambier

1975 VJ Valiant rim (mint condition), Ken Greig on 8725 1570 Mount Gambier

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