



THE CHRYSLER COLLECTOR

Number 198

January/February 2012

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

President:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 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	0410 705 465
Runs Coordinator:	Brenton Gibb, 18 Caroonia Avenue, Para Hills 5096	ah 8263 2908
M/ship Vehicle Records:	Jenette Black, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Historic Vehicle	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Registrars:	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
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 2 March 2012. Corrections/amendments until Sunday 4 March 2012. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 2 Rosemary Street, Woodville West SA 5011 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

Sunday 5th February 2012.

Registration day and car boot sale at CCC club rooms. 10.00am till 2.00pm

Wednesday 15th February 2012

Committee meeting Mugford Room CCC 7.30pm

Sunday 4th March 2012.

27th Annual Power of the Past Mount Barker Oval.

INVITATION/OTHER CLUBS' EVENTS

Sunday 5th February 2012

Old time harvesting, Saddleworth Peter or Wendy Faint 8848 5234

19th February 2012

All American Day Car Show Tilley Reserve Hancock Rd Surry Downs.

25th February 2012

All Chrysler Day judging & Megacruise. 1pm -4pm at Bonython Park. BBQ & Meet & Greet from 5.00pm followed by cruise. Entry forms available Brenton Gibb

26th February 2012

All Chrysler Day at Urrbrae Agricultural High School Oval. Corner of Cross Rd. & Fullarton Rd. Netherby Entry forms available Brenton Gibb

10th 11th 12th March 2012

Casterton Motor Enthusiasts Club Inc. "Way Out West" Tour Entry form available.

18th March 2012

The Vintage Sports Car Club of SA The Historical Vehicle Gathering for pre & post 1930s vehicles at the old netball courts on Anzac Highway 11.00am till 3.00pm Club Displays most welcome. (No Cost)

Saturday 17th, Sunday 18th March 2012

Chryslers on the Murray. Entry

forms available from Brenton Gibb

21st and 22nd April 2012

Yorke Peninsula Saltwater Classic, Stansbury. There will be various attractions including a seaside market, historic stationary engine and tractor display, wooden boat regatta display and historic vehicle display. Lorraine Beythien.

SWAP MEETS

24th, 25th & 26th February

Ballarat

26th February

Campbelltown

4th March 2012

Mt Barker.

Brenton Gibb

8263 2908

Entry Forms etc

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

Cheese and Bacon Toasties

Ingredients

14 slices Bread
300g bacon pieces
500g grated cheese
1 small onion - diced

3 eggs
180 mls Tomato Sauce (6 good squirts)
60 mls Worcestershire sauce (2 good squirts)
60 mls BBQ sauce (2 good

squirts)
Salt/Pepper/Curry Powder (bit of each to taste)
Optional additional ingredients:
Capsicum/Pineapple

Method

Mix all ingredients together
Toast Bread

Spread Mixture on Toast and place in 175° oven
Cook for 15 20 minutes until

golden brown

Sharon Gibb

2012 Calendars

We have a few calendars left from our 2012 print. This may be your last chance to purchase one

of your club's calendars showing a good selection of some of our members vehicles. They are

excellent value at \$10 or \$12.50 if postage required. Contact Bob Haywood or Richard Tapp.

Cover Photo

Graham Bailey and Jenette Black's 1929 Dodge DA ute, photographed at the Chrysler Restorers Club Photo Shoot Townshend House. *Photo: Richard Tapp*

COMING EVENTS

Membership Renewals and HVR

Sunday 5th February 2012

Club registration day and car boot sale (no trailers) at CCC club rooms. 10.00am to

2.00pm .Come along with ALL of your relevant papers including log book for signing. While there enjoy a barbecue and a chat,

compliments of the club. See you there.

Chris Howes
8165 3971

Old Time Harvesting

Sunday 5th February 2012

A display of yesteryear harvesting being done with old

time tractors and harvesters at Rusty Park Saddleworth. For more information.

Peter or Wendy Faint
88485234

Queen Mary 2 Visit 2012

Saturday 11th February 2012

The Queen Mary 2 will be sailing from Outer Harbor at 6.00pm Saturday 11th February 2012. A social afternoon at Margaret and

Ashley's Home, 230 Lady Gowrie Drive, Largs North from 4.00pm. Ladies may like to bring a dip to share, tea and coffee supplied. Any other details or

enquiries please ring.

Margaret 8341 6661
or 0400 899 690 A H

All Chrysler Day Club Display

Sunday 26th February 2012

All those interested in showing your vehicle and participating in

a club display at this years event please let me know. Our club is always recognisable with the large display of vehicles, a good

chance to bring out your car.

Brenton Gibb
82632908

Mount Barker Power of the Past

Sunday 4th March 2012

Our club has been invited to put on a display to celebrate 50 years since the release of the first Valiants. Meet at the CCC club rooms 9.00 am for 9.15 am

departure, or go directly to the Mt Barker oval. Food, art and craft and special interest stalls on display. Anyone wishing to have their vehicle judged will need to complete an entry form and

participate on both Saturday. and Sunday.

Brenton Gibb
8263 2908

Stansbury Wooden Boat Festival 2012

20th to 23rd April 2012

We are arranging a weekend at Stansbury for the Wooden Boat Festival with displays over 2 days. We are booking sites at the Stansbury Caravan Park. The club attended this event two years ago and found it to be a success, we had displays on Saturday at Port Vincent and again at Stansbury on Sunday. There is also a market in

Stansbury on Sunday.

Trevor and I are going to Stansbury on Friday and staying until Monday morning, but you can attend any or all days.

If you would like to attend and book a caravan powered site please contact me asap. A deposit (\$29) for one night is to be paid by mid November to hold a site. I have already

booked some sites. If you would like to attend please contact me. More details will be available at a later date. If you would like to book a motel, the Oyster Court Motel in Stansbury has been recommended. Ph. 8852 4136

Lorraine Beythien
8449 8905
0409 096 070

FROM THE COMMITTEE

President's Message



I hope you have had a peaceful start to 2012 and your current restoration project has made great progress

over the Christmas break. I would like the 1934 CB ready for the 2013 National Tour to Warrnambool but I will leave the restoration in Chris and friends capable hands.

Margaret Winston, a valued club member of 20 plus years passed away in November. Her husband Ralph needs the support of his club friends at this difficult time and I know that this is happening. Please refer to the two articles in this current magazine.

The February meeting is the AGM and currently there are three enthusiastic, newer club members willing to take on committee positions. Not all positions are filled and if you would like to participate in the running of our vibrant and growing club please phone me after hours (08) 8165 3971.

I am looking forward to my first overseas trip in April this year. I am hoping there will be a new Vice President willing to chair the meeting.

Lindsay Gibb, Graham McRae, Andrew Norton, Brian and Josie Miles, and Garry Williams are all vacating their current committee positions, many thanks for all their input and support over the last few years.

We know that there will be changes in 2012 to the regulations regarding conditional registration of Historic Vehicles and the Code of Practice. As soon as the club has the final details and how it affects members we will pass on the information.

Sharon and Brenton Gibb must be congratulated on the success of the Christmas picnic. I know my grand daughters loved the activities and gifts. Coral and Venita were both popular as face painters. Santa deserves a special thank you.

Jarryd Just was presented with his cheque from Steve Henderson (President FHMC) on behalf of the Robert Shannon Foundation at the December

meeting. Congratulations Jarryd and thanks to Lindsay Gibb for all his support and encouragement. Josie Miles and her willing helpers put on a wonderful Christmas party supper; the club members were certainly well fed.

Club Registration day is SUNDAY 05/02/12 10.00AM at the club rooms, if you can come along, pay your membership fees and have your log book updated it would reduce the after hours work load of the Registrars. Please review the article in this magazine.

Participation is a key element in keeping the club as successful as it is. I look forward to seeing you at a meeting or on a club run.

Cathy Woods



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton, Sharon and Lindsay Gibb, Lorraine Beythien, Margaret Edwards Cathy Woods, Chris Howes, Graham McRae, Barry Just, David Schumacher, Barry Thomas, Ken and Carole Barnes, Richard Tapp, Greg Newley, Garry and Rhonda Williams, and Bob and Judy Freak.

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

Bob Haywood

WEBSITE STATISTICS

	Sept 2011	Oct 2011	October 2010
Visits	752	703	748
Pages	5,105	10,821	10,458
New Visits	32%	37%	41%

Statistics exclude videos.

CLUB NOTES

Membership Renewals and HVR

Our end of financial year is approaching (31st December 2011) and membership renewals will be issued in the next magazine.

For those members with vehicles registered under the conditional registration for Historic Vehicles scheme, it is a requirement that you be a financial member of the club that issued your log book. If your membership lapses you no longer have a registered vehicle, despite the expiry date on your registration papers.

For those members who remain unfinancial beyond March 31st 2012 the club registrar is obliged to notify the authorities (DTEI) of your lapsed membership status and you will receive a letter from DTEI advising that your vehicle is no longer

registered.

For those members who renew after March 31 2012 an administration fee of \$20 in addition to membership fees will apply.

As has been discussed in recent months, there are no changes to the Code of Practice requirements for historic vehicles at this time; however proof of current registration status will be required on the revised format registration papers.

For renewal of membership and historic entitlements there are 3 options :

- attend the club registration day on **February 5th 2012** at the club rooms with your **membership renewal form, current registration papers**

and current log book; it will not be possible to process your renewal without all of these documents,

- post with **enclosed cheque/money order, renewal form, current registration papers, log book and stamped addressed envelope for return of your papers (enclose 4 x 60c stamps if log book needs renewing)** to:

Chris Howes
4 Peter Place
Campbelltown 5074

- renew your membership by post to the club secretary and bring your log book and registration papers to the March (not February) meeting.

Chris Howes
8165 3971

Vale Kevin Fagan

Kevin Francis Leslie Fagan

13/8/1935 to 16/12/2011

Kevin grew up in the Port Adelaide District and went to Woodville High School. He married Anna and they had 4 children. He was always interested in mechanical things and bought into several motor garages, where he did the repairs, later progressing to teaching at TAFE, with people such as David Schumacher and Ray Miels who became a particular friend. Ray and Joy, Kevin and Anna at one time shipped their cars to New Zealand and toured the islands. Kevin had a wonderful home workshop where he could make parts on a lathe or forge castings with an underground furnace.

He had some beautiful cars including an International Harvester High Wheeler, 1918 Dodge tourer and a pretty little Buick Roadster. Kevin was interested in sailing and was a stalwart of the Largs Bay Sailing Club. He was well known to people in the CRC and was a past President of the SA Sporting Club

Veteran Section. Kevin's funeral service was conducted at St Bede Church Semaphore to a full church and afterwards at Largs Bay Sailing Club. With his passing goes a wealth of knowledge of old cars and he will be sadly missed by the old car motoring fraternity.

Ken Barnes



CLUB NOTES

Federation Meeting Report



Meeting held on 26th November

Len Clark, one of the founders of the Federation and President 1972-73 has passed away.

Federation Tour for 2013 to be a National tour as it is the 100th anniversary of Canberra; Federation has still had no details from the National Federation at this time.

Bay to Birdwood the MotorFest Committee have had their 1st meeting, the Bay to Birdwood Committee to have their first one early in February

The Webmaster is looking for comments on the website for changes etc. so it can be used more by the clubs, has been informed that there is to be a swap meet at Newstead in Victoria to replace the Ballarat

Swap, however it was pointed out that the Ballarat Swap people were at Bendigo booking sites so they seem to be resurrecting the Ballarat Swap so not sure what is happening there! The Ballarat swap is definitely on. (editor)

He was also informed that a trailer was stolen from a Gawler club member and details have been put on the Federation website to help possibly identify or recover it.

The Historic Registrations Variations Committee have been notified that no matter whether it is historic registration or not all motor cycle sidecars are to be mounted on the LH side of the outfit.

Historic Registration Changes

The changes are now with the Minister and will then go to Cabinet. Currently the 1st of March is still the date that they come into effect.

The Federation is still not aware of what will be in the Special

Interest Vehicles Group Code of Practice.

With regard to the changes to the Code of Practice the Federation has received 21 submissions up to this date with other clubs indicating that they will be sending some in.

The Federation Committee is talking to DTEI regarding changes to the code and will be meeting with them before Christmas. For example they are looking into the use of LPG, Tyre/wheel width, period mag wheels but engine performance enhancing modifications or structural changes will not be acceptable.

The initial idea that to issue Historic Vehicle Rego the club would have to be a federation member has been dropped as it would not be legally enforceable.

Audits will be conducted by DTEI of the administration of the scheme so that will happen..

Graham McRae

Happy 50th Birthday R and S Series Valiant



CLUB NOTES

Vale Margaret Winston

In Memory of a Lovely Lady

Margaret Una Winston

31st January 1934 - 11th November 2011

When Trevor and I first joined the club, Margaret and I set eyes on each other across the room, both thinking, I recognise that person. We caught up after the meeting and when I saw her name, I realised that Margaret was our son's teacher at West Lakes Primary School, our friendship prospered from then on.

I recall the first big trip that we went on, was the 2001 Federation Rally to Canberra and Margaret and Ralph took us under their wings. Each day they invited us to join in with their happy hours. Margaret loved happy hours as we were to find out. Sometimes they would continue past tea.

Margaret was born in Broken Hill, where she met and married Ralph.

She told us that they went to Broken Hill and Mildura each alternate Easter for their rallies. So, most years we would go with them. We have had some fantastic times over the years at these events.

This year Margaret and Ralph didn't have a car to go to Mildura so they went with their modern car and van. They joined us in the Chrysler to attend all of the rally functions and we thoroughly enjoyed their company during the event.

Margaret and Ralph enjoyed

travelling a lot in their van, sometimes being away for months at a time. However she was always pleased to see you on their return.

I know many in the club tell stories on how Margaret always went out of her way to make new comers welcome. Both Cathy Woods and Carole Barnes have told me how she was so good to them.

We will miss you Margaret. A glass will be set for you at the next happy hour.

Our sincere sympathy goes to, Ralph, David, Mark, Vivienne and Michael and her grandchildren and great grandchildren

Lorraine Beythien

Our dear friend Marg passed away on 11/11/11. Those who knew her would definitely say she was an organized person; it doesn't get much neater, than the date of her passing.

Margaret and husband Ralph joined the car club in 1989. Over the next 22 years they regularly attended club meetings, weekend campouts and National Tours initially using their 1933 Dodge and later a Valiant. Happy hours were all the more special if Marg was in the circle with her happy, chatty personality.



My introduction to the car club was a beachside run in February 1996 and the first person to come over and speak to me was Marg. This act of kindness has never been forgotten. Other club members have spoken of having a similar experience and she certainly had that rare gift of seeing a new face at a gathering and introducing herself.

When Marg knew her cancer was terminal she set about organizing her funeral and I was asked to ensure there was a display of cars at her funeral to show the diversity of club cars. The weather on the day prevented some club members from bringing out their old cars but there was still at least 10 cars in the car park.

Her sudden passing has left a large gap in Ralph's life as well as that of her longtime friends within the club. She was a valued club member and her unique contribution was to make everyone feel welcome.

Cathy Woods

CLUB NOTES

Robert Shannon Award

Wednesday 14th December 2011

Jarryd Just was the recipient of an award donated by the Robert Shannon Foundation, at our December general meeting. Jarryd is the first South Australian to receive this award, being \$1,500 to be used as proceeds toward vehicle restoration.

Lindsay Gibb nominated and prepared Jarryd's port folio realising his potential in restoration and keen interest in the club.

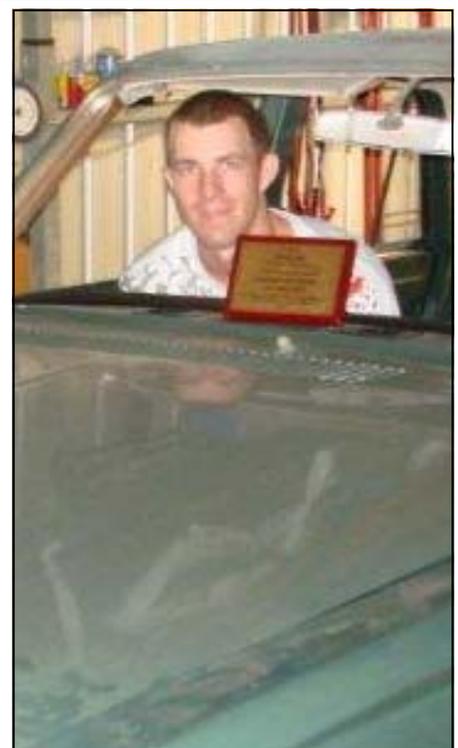
The presentation was performed by the president of the Federation of Historic Motoring of South Australia, Steve Henderson.

Jarryd responded by thanking all who assisted in the planning and application, involved in the award. He is restoring a Valiant VC V8 sedan and the money will be spent on the interior trim.

*Bob Haywood
Photos Bob Haywood
Barry Just*



Jarryd's VC Valiant under restoration



PAST EVENTS

London to Brighton Run

Sunday 30th October 2011

The 24th London to Brighton run was held with 41 entrants. This run is organized by members of the Vintage Sports Car Club which was established in 1945. The run was initiated by Gordon and Elise Gardiner in 1987 as they felt that the veteran cars were too slow to keep up with the more modern vintage cars in normal runs. In the first

arranged at various places, most recently at the CCC Clubrooms at Glandore.

The mayors of Brighton were always there to welcome the vehicles at Brighton and mayor of Holdfast Bay welcomed the vehicles at Wigley Reserve in 2010 and Collie Reserve Glenelg 2011 for lunch with vehicles on display.

The cars and bikes attract much

on the London to Brighton run is a 1903 Motorcycle. The run is well attended each year and with the largest number of vehicles entered being 54. The run is a very safe run and is well controlled with marshals guiding the drivers all the way to Brighton. The cost of entry has always been \$10 which includes a plaque and morning tea.

As you may imagine there have always been a few starting problems and some entrants unfortunately have not reached the destination which makes this a unique run.

This year was the 175th Anniversary of South Australia and entrants were encouraged to dress in period clothes and so there were more than usual "dressed up" which was interesting. One couple from the mid north made the effort.

Since the restoration of our 1915 Dodge, "Dovena" we have entered the last three years and look forward to the run next year which will also conclude at Collie Reserve.

David Schumacher

Photos from other occasions ...

David and Melva Schumacher's 1915 Dodge Brothers Tourer



run the vehicles were welcomed at the Brighton Jetty and were all lined up along the esplanade. The destination at that time was to the Minda Home Fete. The date does not coincide with the London to Brighton run in England because of this fete. Since the closure of that event other places have been organized such as Carrick Hill.

more attention by the public giving more people the opportunity to view the vehicles.

The oldest vehicle that has been

From the beginning the various mayors of London road flagged the vehicles off at Mile End, the current mayor being John Trainer. A morning tea with special London buns has been



PAST EVENTS

Bi Annual Combined Car Clubs Run 2011

Sunday 6th November 2011

The Combined Car Clubs (Glandore) Inc. is the entity that leases the Glandore Room at the Glandore Community Centre from the Marion Council and sublets to 13 old car enthusiasts clubs, which includes the Federation of Historic Motor Vehicles SA Inc. The Vintage Sports Car Club originally got the lease of the Glandore Room from the Marion Council, through the then Glandore Community Centre. The building was in disrepair and Gordon Gardiner of the Vintage Sports Car Club was so dedicated in completing the repairs

planned day of the run for 2009 was forecast to be a “scorcher” **and it was**, so the run was cancelled and Vauxhall Club offered to do the run for 6 November 2011.

The start of the run was scheduled for 9.30am at Mt Barker oval and we were greeted at the gate and directed, past a Vauxhall hearse to a lovely mown grassed area. The weather at that time in Mt Barker was quite cool and we soon mingled with CRC members (about 12 cars) and people and cars from the other clubs, and enjoyed BYO morning tea.

One of the old cars that was on display was a Triumph Dolomite, owned by an old gentleman who lives in Stirling, and who had owned the car from new, he had renewed the body to his own design, with upright petrol tank, twin carbie system and stated that the vehicle had done 600,000 miles.

Later we were given run sheets which showed a fairly comprehensive run to Clayton Bay and back to Strathalbyn via Ashbourne. At Strathalbyn we had lunch parked in the shade around the oval.

In all there were about 35 cars and Steve Lovell’s 1925 Chrysler 58 Tourer was easily the oldest car there, Steve has installed a GPS system in the “Old Girl”, which was performing splendidly following recent repairs to the engine. Overall we had a very pleasant day, good company, good venues and incident free run.

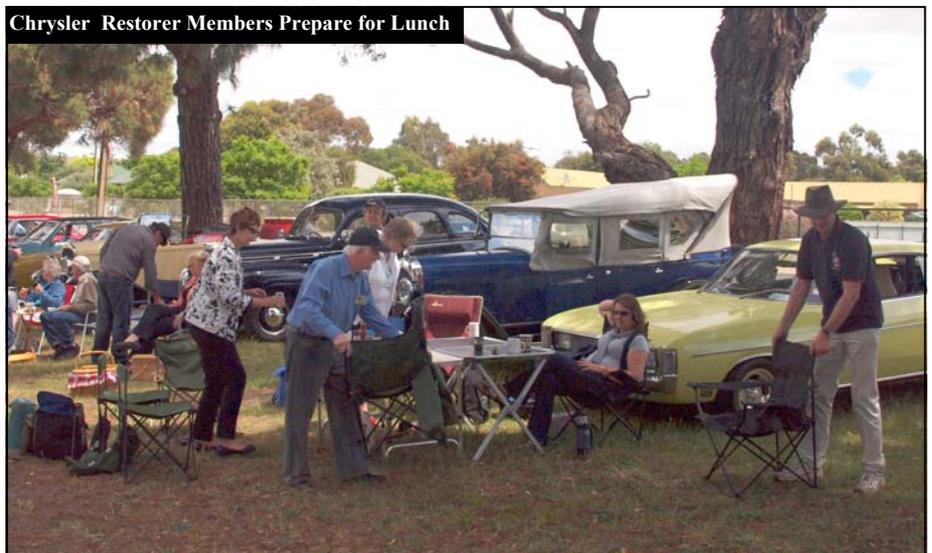
*Ken and Carole Barnes
Photos Barry Thomas*



that he personally financed such things as the new roof, new windows and other things including labour and carpet for the floor. The old kitchen came from Gordon’s home, David Read made the library cupboards and Garth Mugford was also a tireless worker, hence how the rooms were named.

Once every 2 years a club volunteers to conduct the bi annual CCC Run. Vauxhall Car Club volunteered 4 years ago but the

Chrysler Restorer Members Prepare for Lunch



PAST EVENTS

Norwood Christmas Pageant

Saturday 25th November 2011

The annual Norwood Christmas Pageant was a chance for a few members to decorate and show their cars and be a part of the procession through the streets of Norwood.

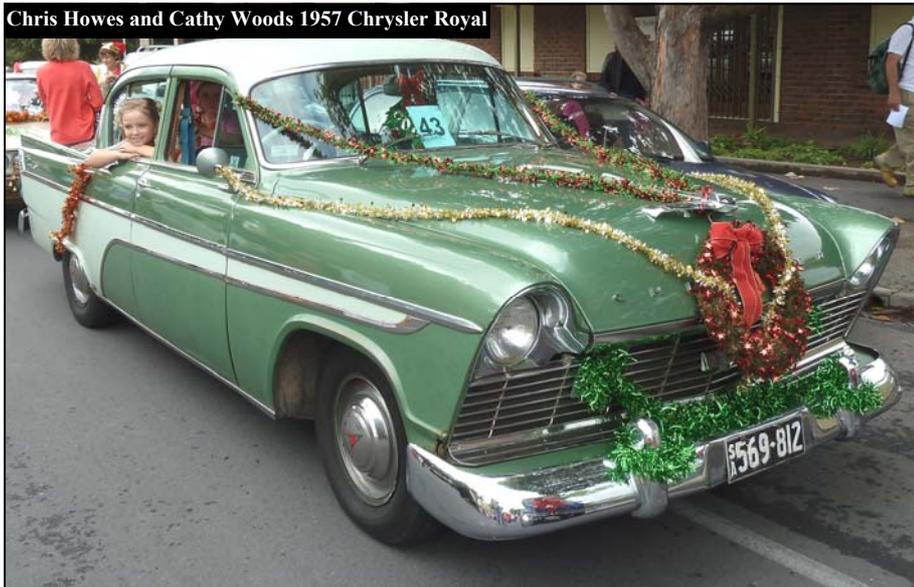
The weather was a bit disappointing with a downpour at the start but cleared toward the end. All participants in the Pageant looked as if they enjoyed the day.

*Richard Tapp
Photos Richard Tapp*

Norwood's Pageant Princess



Chris Howes and Cathy Woods 1957 Chrysler Royal



Graham Bailey and Jenette Black's VC Valiant Station wagon



PAST EVENTS

Christmas Picnic 2011

Sunday 4th December 2011

Denice and I took our grandson, James, along with his mother and father and uncle Brett, to his first Chrysler Club Christmas picnic. We had not been to a Christmas picnic since Brooke and Brett were young enough to believe in the man in the red suit.

We had a wonderful day and I was blown away by the organization and attention to detail that made it such a successful day for all the children. The following are some of the observations that I made that went into making it a success by some of the hard working volunteers.

Kevin and Barb Williams “invited” us to join them but not too close. Then the Drivers arrived and also were invited to join the circle (what a bloke Kevin is). Not long after settling in lunch of chicken and salad was served.

Later I wandered back into the hall and noticed that people had cleaned up and were doing the dishes, preparing for the arrival of Father Christmas.

A bell announced the arrival of Father Christmas in a blue De Soto, much to the delight of the kids who were telling mum and dad to hurry up. Once in the hall there was a stack of presents and about 40 excited children sitting

on the floor waiting for their names to be called. There were double the amount of parents and grandparents with bigger smiles and flashing cameras as each child was called to see Father Christmas.

We left at about 3pm with a very happy grandson and we had enjoyed a great family day.

It is not a great idea to try and list all the people who I saw working hard on the day because there will be many people who were just as involved who are not mentioned but this is what I saw.

Cathy Woods – doing a lot.

Chris Howes - supporting Cathy and driving Father Christmas.

Sharon Gibb – doing a lot and handing Father Christmas the presents.

Brenton Gibb – arrived at 9am to organize everything

Lindsay Gibb – doing the dishes I know that he wasn't the only one.

Marlene Gibb – working with the children and packing up the activities



At the clubrooms we were met by Graham Mc Rae, who although was not able to join us, was there to give out the run sheets.

When we arrived at the venue people had already set up their picnic spots and activities for the children were ready to go. Ball games, face painting, play doh making and activities to keep the littlies busy along with supervisors, were all set up.

Santa's Arrival



PAST EVENTS

Christmas Picnic 2011 (ctd)

The Gibb girls – looking after the ball games and playing with the children

Lorraine Beythien – handing out presents and bin lady

The face painter – face painting

Neil Wormald – disguised in a red suit

Bob Haywood – handing out calendars and photography

Rose Driver – packing up chairs

Alan Driver – collecting money

Jenette Black – serving chicken and food organization

Richard Tapp – walking a dog

Rhonda Williams – serving chicken

Kevin Williams – nothing (being grandad)

Allan Martin – measuring the height of every tow bar in sight.

I apologise to all those I missed – the present wrappers, the chicken collectors, the venue booker, tent erection team and everyone else.

Many of the same old topics were discussed chrome mouldings, where's Dick Hart, Rick

Frith, Dodge the galah, Gil Purdie? Talk about knees, jam making, Martin Woods and Brett remembering their trip to Warner Town and the Newleys are again bringing a bike, this time for the grandson.

The quote of the day however, goes to Ralph Winston, when talking about a possible car purchase.

“There's an old duck down the road from me selling a car, she's about 81. I might,...wait, I'm 81, maybe she's not old,...go down and see how much she wants for it!”

Thank you to all those who made the day possible.

Greg Newley

Photos Bob Haywood

What a great day to be had by all. Great location, good weather and great company. 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, cricket, totem tennis, making shapes out of playdough

and decorating Rudolf the red nosed reindeer and the children could have their faces painted (which was a great hit with the young and some of the oldies). Once again this was successful as the children could come and go whenever they wanted. I would like to thank my daughters Ashlee and Kerri for their help with the bubble blowing and other games which kept the young and the old amused. Also a big thankyou to Cathy and Lorraine for arranging the face painters.

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. 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



Eagerly waiting for presents



Santa having a chat

OUR MOTORING HERITAGE

A Tribute to Valiant 50 Years On

This year marks 50 years since Valiant was introduced to the motoring public of Australia. These vehicles are very much part of our motoring history and I take this opportunity to pay tribute to these now sort after and collectable cars.

The R series was released with much fanfare to the Chrysler dealer network in January 1962. It was an exciting release because at last Chrysler offered a vehicle that could compete with the other 6 cylinder compact cars that Australians were buying in volume. Valiant however, was by far the most powerful in its class, was slightly larger and its unique styling made it a stand out success everywhere it appeared.

The powerful 225 cubic inch O.H.V. engine when coupled to the push button 3 speed automatic transmission was responsive and exhilarating to drive. The longitudinal adjustable torsion bar and wishbone independent front suspension gave the vehicle a big car feel, with no nose diving effect when the brakes were applied heavily.

I was privileged to attend the dealer release and was surprised when told this was a short lived model and only 1000 was planned for build. An updated model was already on the water and scheduled for production in just a few weeks.

The S series arrived as expected and was some what refined over the R. The floor mounted manual gear lever was moved to the steering column, the controversial imitation spare wheel on the boot lid had gone and numerous changes had occurred in overall appearance. Chrysler also claimed better rust prevention with the lower body sills now galvanized dipped. Plans were to build 10,000.

A new era for Chrysler Australia and its dealers had begun and the years that followed were exciting and profitable as each new model came on stream.

Following the immediate acceptance

and sales success of the R and S models it was apparent to C.A.L. management that a new manufacturing complex should be built as soon as possible on land already owned at Tonsley Park SA. Managing Director David Brown convinced the parent Company to spend 36 million dollars on the project and work commenced shortly after.

Meanwhile the styling department of the parent company adopted a much more conservative body line for the replacement of the now well known S series. It was decided to carry out some changes for the Australian version which was launched in May 1963. Known as the AP5 it became available in two levels of finish.

The standard Valiant and the high line name was Regal. The Regal became an instant success with better quality vinyl trim, carpets, heater and smarter exterior embellishment. A station wagon in both levels was also added to the range. By the end of the model run nearly 50,000 had been produced and the dealers had not experienced this level of sales in their history.

Part way through production of the AP5, the new factory was opened in October 1964. Production increased, a new type of paint was introduced and improvement in vehicle quality was evident. The scene was set and a bright future seems assured.

The AP6 replaced the AP5 in March 1965 with only subtle changes. New front guards and the front grille was a 3 piece arrangement with the centre section painted to match the body colour. The pushbutton auto selector was replaced with a column lever and a Wayfarer Utility was added to the range.

Chrysler again led the field by introducing a 273 C.I. V8 engine into the range. This was available in a premium model which had bucket seats, centre console and a classy floor mounted gear selector. A few wagons also had the V8 fitted. It had

a reported top speed of 110 MPH. Metallic paint colours were also introduced.

The AP6 had a fairly short production period when the thoroughly revised VC model came along with a more squared off look. Still on the same platform, but with entirely new front and rear design changes, the car looked stylish. The front grille was stainless steel and very smart, and the new vertical tail lamps fitted the body contour beautifully. More than 65,000 were sold.

During October 1967 a completely new model was released. Known as the VE, it was launched with much media hype and was judged "Car of the Year" by the Wheels Magazine in January 1968. Styling was more sharp edged but retained the 3 box configuration. The grille was unusual, being curved back towards the radiator and the tail lights were a C shape configuration. An optional hi-performance engine became available, taking the standard 145 H.P. slant six to 160 HP. This engine was painted blue and with the larger air cleaner and decals it was easily identified. A V8 powered VIP model was added to the line up and factory built air conditioning became an option.

In March 1969 the VF was launched as a face lift to the previous model. The grille now curved outward, the parking lamps and turn indicators were located on the top of the front guards and the tail lamps were now vertical, running to the tops of the rear ¼ panels. A long wheel base VIP sedan, fitted with a 318 ci V8 or the 160 HP six cylinder became available. Also new to the range was the sporty Pacer models as well as 2 door hard top versions.

Just eleven months later in March 1970 the VG appeared, and whilst styling changes were minimal a brand new 6 cylinder engine was fitted. The 4 litre Australian designed HEMI was launched and carried over in future models until production ceased

OUR MOTORING HERITAGE

A Tribute to Valiant 50 Years On (ctd)

in 1981. For the next new models numerous versions of this engine was developed. A 3.5 litre and a 4.3 litre version was introduced. The 4.3 or 265 as it was popularly known was used extensively in most models and the highly developed performance engines certainly gained respect with racing drivers during that era. A Regal 770 option was available and aimed at the luxury end of the market.

With the release of the VH series in 1971 an entirely new body style was introduced with the greatest range of options offered to buyers since Valiant was launched. The Charger made its debut later that year and became an instant success. The 'Hey Charger' advertising programme was one of the most successful ever. It is still alive today as many of the 70's generation have passed it down to their kids. It's amazing!! The luxury LWB Chrysler by Chrysler and 2 Door Hard Top models were also available.

The largest production of all the Valiant models was in the VJ series 1973 – 1975, Over 90,000 were built and a large number of them were purchased by fleets in Government and industry throughout Australia. Whilst the VJ was the best seller it

was, in reality a clever make over on the previous model. A new grille, round head lights, horizontal tail lights, fresh new colours and lots of enthusiasm in the showrooms.

Late in 1975 the VK was released with only minor changes. It failed to generate much activity and lasted just 12 months. About 20,500 were produced and discounting was rife.

Dealers welcomed the CL series in late 1976. The V for Valiant disappeared, C for Chrysler was the new coding. Completely new front panel and a bold new grille with updated rear styling gave the car a fresh new look and a sales boost. Improved seating and general interior refinement also helped. The long awaited Panel Van also arrived but by then that market was declining quite rapidly. Electronic Lean Burn (ELB) was introduced from the US on the V8 engines and later on in the Hemi 6. This lowered the fuel consumption, especially on the V8, however, the Japanese car makers were pushing hard with their smaller fuel efficient models and the future for the bigger car was looking bleak. The partnership with Mitsubishi was becoming more important as the production of their models exceeded the once popular large cars. With the

introduction of the CM series in late 1978 came the demise of the Charger, the Utility and the Panel Van. All once loved but now gone forever. In 1979 the media convinced us the world was running out of oil real soon. Petrol pricing went through the roof and the sale price and demand for big cars crashed.

The parent US Company had no new models coming our way as they were cash strapped and the oil crisis had hit them as well. The only option was to sell the Australian operation to Mitsubishi which eventuated in April 1980.

Limited production of the CM continued until August 1981 when the last Valiant was built.

It was a fitting conclusion to a great era when David H Brown, who was the driving force of the Companies dynamic expansion through the 1960's drove the last Valiant off the line.

Having produced 565,338 Valiant based vehicles it was a sad farewell for those people who were closely aligned with this great range of cars, but I feel sure the memory will live on in the years ahead.

*Lindsay Gibb
Club's Chrysler Image Archive*



MEMBERS CARS

New Zealand Visitors

Prior to our November meeting, I received a call from Chris Howes informing me that there were six visitors from the Chrysler Restorers Club of New Zealand in town and they would like to attend our monthly meeting while they were here. He gave me their phone number, I called and asked if they would like to be picked up and taken to the club. This offer they gratefully accepted.

Pick up time and location arranged, I picked them up and brought them to our meeting where they were introduced by Cathy. They responded and we were given a brief talk on their cars and club involvement in Auckland. After the meeting

am on the following Sunday.

On the way to Birdwood we called into the Big Rocking Horse at Gumeracha, where they inspected the wooden toy factory, and wildlife enclosure. We enjoyed had a morning tea break in the café, and then headed off for Birdwood.

They were very impressed with the collection of motoring history and the vehicles at the Birdwood Mill, and after a satisfying wander we then had lunch in a café across the road from the Mill.

After lunch we headed to Woodside for the famous Melba's chocolate factory where

all enjoyed the samples and made some purchases, yes, even Rhonda and I couldn't resist the temptation.. On the return home we called in to Hahndorf for afternoon tea, sightseeing and shopping. Guess what, Rhonda even managed to find a pink hand bag.

A quick visit to Mount Lofty summit to take in the incredible views of Adelaide, added to their enjoyment.

By this time it was getting rather late so we offered to take them to our local pub, the Seaton Hotel for tea. After tea we called in home for a coffee and of course show the boys the cars, they were particularly impressed with the S Series Valiant and the V F Dodge ute, they apparently don't see those models over there. Now it's getting really late so I took them back to their hotel it was 9-30 pm

How quickly time goes when you are in great company. About a week later I received a call from them inviting Rhonda and I to come and stay with them in Auckland.

Garry and Rhonda Williams



Graeme Rothville's 1938 Chrysler P6

quite a few of our members made their acquaintance and made them feel welcome. They were very impressed with the number of members that attended the meeting our friendliness and of course the quality of our supper.

On the way back to their hotel they mentioned that while in Adelaide they would like to visit the Birdwood Mill, so I offered to take them.

I arranged to pick them up at 9.30

Kelvin and Lee Anne's 1937 Chrysler Cabriolet



TECHNICAL FORUM

Old Tyres Warning

When did **you** last check the tyres on your veteran or vintage car?. No, not just to see if they're holding air or are getting worn but seriously check them for cracks, damage and age.

Collectable cars, motor bikes and antique tractors tend to have the same set of tyres for many years simply because they don't do the miles our everyday vehicles do. They go on year after year looking pretty good, tyre blacked for displays and holding air. They're ok aren't they!

But just think about it, how old are the tyres on your old vehicle/s?

In 2007 in response to the incident outlined below the following article appeared in the FBHVC (Federation of British Historic Vehicle Clubs), Newsletter 04/07.

Her Majesty's Coroner for Manchester wrote to FBHVC, it is an important matter and we urge clubs to pass the warning on to their membership if they have not already done so.

The letter concerned an accident that took place last year in which the driver of an H registered MG B lost his life when a rear tyre burst on the M56.

The driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in excellent condition. The surviving passenger said that just before the accident the driver had commented that a "tyre wobble" had developed

and he was going to "drive through it". The wobble went briefly, but then the tyre burst, causing the car to spin, clip a kerb and flip over. Subsequent investigation showed that although hardly used the tyre was 25 years old. It was one of a set of as-new tyres and wheels bought at an autojumble the previous year for use for show purposes (at the time of the incident the car was on its way to an event at Oulton Park) The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions tyres may have a life expectancy of 10 years.

The moral of the story is not to wait for legislation, but to make sure your own tyres are in good condition, never to use undated or obviously old second-hand tyres however good the tread and never to ignore a "tyre wobble". [Source: Federation of British Historic Vehicle Clubs - <http://fbhvc.co.uk>]

How do you tell the age of a tyre?

Tyres are manufactured with a Tyre Identification Number (TIN) marking moulded on the sidewall that shows the week and year that the tyre was made.

For post 2000 made tyres the last four digits of the TIN indicate production date, eg. 1204 indicates a tyre made in the 12th week of 2004.

For tyres made pre 2000 the last three digits of the TIN indicate production date, eg. 375 indicates a tyre made in the 37th week of 1995.

Tyres made in the 1990's have a triangular indentation after the last number eg. 10th week of 1995 would have the code 105Δ

For tyres made pre 1990 no ID Δ used on pre-1990 tyres, thus you may have a 1980s or earlier tyre.

Bridgestone Australia. have an informative web page.

Aged tyres at www.bridgestone.com.au, and they state: "Warning signs Regardless of their age, tyres should be replaced if they show significant crazing or cracking in the tread grooves or sidewall and/or bulging of the tread face or sidewall."

Old tyres article found in the Bulletin of the Vintage Motor Club, Sydney.

This Tyre Made in 4th Week of 2008



COMING EVENTS

Vintage and Classic Caravan Campout 2012

An update on the Vintage and Classic Caravan weekend at Tanunda 17th to 19th February 2012. It has been confirmed that the editor of the Vintage Caravan magazine is attending our function, and one of our old caravan enthusiasts, will bring an extra van for her accommodation

To date we have about forty vans booked in and we can still accommodate more.

Many thanks to our club members with old vans who have shown their support for this occasion and will be bringing along cars of the same era as their van.

I have spoken to most people about the possibility of having an evening meal catered for on Saturday in the recreation hall at the park, the response has been positive.

Paul Ryan from Western Australia, who was featured in our magazine mid year, is again touring the various car shows will be at the park on Friday and Saturday.

I was asked recently what our interest in old vans was. We have been members of the Caravan Club of South Australia for forty years, having done two hundred and ninety seven rallies, plus twelve National rallies which are held in a different

state every three years. We have seen some great old vans come and go. And it is pleasing to see that there is a growing interest in restoring and showing them together with cars of the same era.

We have witnessed the demise of the caravan building industry in this state over the years, and to our knowledge with Road master having built and delivered their last caravan, there appears to be no vans being built in South Australia. This is sad when we reflect on some of the great names, and quality vans which existed over the years.

Bob and Judy Freak

Bob and Judy Freak's 1977 Chrysler Regal sedan with their 1975 Adelma van



Chrysler in Australia Image Archive

MARKET PLACE

Club Clothing

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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Lady's 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

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 Andrew Norton at the meetings or by phone at 0410705465

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)

FULL NAME (print clearly)..... Price.....

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.

FOR SALE

1927 Capitol Chevrolet owners handbook, series AA and LM, good original condition. \$30.

1929 De Soto Six owners original handbook, small grease mark on cover otherwise good condition. \$40. Bob 0407 601 803.

1946 Dodge truck, reconditioned motor, body needs work. (see pics) Ruth ruthiowillis@hotmail.com

1946 Dodge D24 reconditioned steering box. \$150. Terry Jones 8241 5224

VC Safari 225 auto, recently re

trimmed seats, new carpets, disc brakes, tow bar, new weather shields, QH headlights, new tyres on sandblasted and powder coated wheels, relaced extractors and exhaust system, period radio, slight rust in dog leg. LPG system available to suit. RAO 368. Graham 0419 294 052

1980 Valiant, reconditioned 245 hemi engine, car done 191,000kms, cream interior slight wear on front seats. \$15,000, Symon 0410 105 332 (see pics).

WANTED

Chrysler 66 right hand bonnet (top section) George Mills 08 9418 4467 0412 711 736.

1977 Chrysler Galant 1600 GD

steering column multi purpose switch (indicators, windscreen wipers and washer operation), 6 pin windscreen wiper relay. Pete 0407 722 636



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