



**THE
CHRYSLER
COLLECTOR**

Number 207

Jul/Aug 2013

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 an 18 month period. Membership ceases if not renewed by **30 June 2014**.

Club Officers

President:	Richard Tapp, 17 Simpson Parade, Goodwood 5034.....	ah 8271 6961
Vice President:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031	ah 8443 6311
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
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	8264 2261
Public Relations:	Peter Braham, PO Box 515, Prospect East 5082.....	8344 3288
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:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	8295 2615
Committee:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5094	ah 8263 6998
-	Tony Lennell, 2 Swan Street, Brighton 5048.....	8296 4583
-	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093	8263 5416
Federation Rep:	Allan Driver, 6 Hastings Road, Brighton 5048	ah 8298 1194
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
Auditor	Michael Bartsch, 105 Billabong Road, Para Hills 5096.....	ah 8395 3919
Catering Coordinators:	Carole Barnes, 21 East Avenue Millswood 5034.....	8293 7923
	Judy Hart, 55 Hallett Avenue, Tranmere 5073.....	8337 7887
	Shirley Crichton, 3 Smith Street, Newton 5074.....	8337 6980
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 30 August 2013. Corrections/amendments until Sunday 1 September 2013. 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

14th July 2013

The South Australian Aviation Museum run, Lipson Street, Port Adelaide. More information Chris Howes

18th August 2013

2014 calendar photo shoot St Kilda Tram Museum. More information Peter Braham.

1st September 2013

Drive your Old Car Day. Club run to Bethany to meet with other car clubs.

INVITATION/OTHER CLUB'S EVENTS

21st to 27th July 2013

Swan Hill Vintage and Classic Vehicle Club Inc. 40th year Ruby Rally. Entry forms available Brenton Gibb

6th to 8th September 2013

Twin Bridges Rally Murray Bridge. Entry forms available Brenton Gibb.

14th and 15th September 2013

Rock "n" Roll Festival Victor Harbor

23rd September to 4th October 2013

Motorfest Classic Events. Entry forms available Brenton Gibb

Sunday 29th September 2013

Bay to Birdwood Classic open to vehicles 1956 to 1977. Entry forms available Brenton Gibb

29th September to 5th October 2013

13th Chrysler National Rally Warrnambool and the Shipwreck Coast Victoria.

November 2013

Peterborough vintage car display. More information later.

Friday 18th to Monday 21st April 2014

12th Hillman National Rally,

Bathurst, NSW. Hosted by the Hillman Owners Club of Australia Inc. Entry forms available Brenton Gibb

SWAP MEETS

Sunday 28th July 2013

Angle Park SA

18th August 2013

Willunga

15th September 2013

Gawler

20th October 2013

Strathalbyn

Brenton Gibb
8263 2908

Entry Forms etc

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

2013 National Rally Warrnambool Update

Entries for the 13th National Rally closed at the end of March. The final count of 165 entries (322 participants), are evenly spread between the NSW, Victorian and SA clubs. This is a pleasing response from the organising committee's perspective. A summary of the entrants and photos of the entered vehicles can be seen in the photo gallery on the rally web-site (visit the Victorian Club website

www.chryslerclubvic.org.au).

The rally is now just a few months away and I know the organising committee, and entrants, are looking forward to it. We are working hard to ensure this will be another rally to remember.

Our major sponsors, who include 'Warrnambool Chrysler', Elko Performance Parts along with Shannon's and Repco, have been very generous, and all entrants

will share in this generosity. There will be something in it for everyone and there is absolutely no reason why you will not have a good time.

A final letter, which will include a map and details of the entrant registration, will be posted to all entrants in early September.

Kevin Cook
On behalf of the 13th National Rally Committee

Club member Ashley Farrow's father, Ralph recently passed away. The committee and fellow

club members wish to pass on best wishes and sincere sympathy to Ashley and partner Mar-

garet Edwards, our thoughts are with you both.

Cover Photo

Kevin and Roxanne Frith's 1934 Dodge DR sedan. Photographed at the 2012 Calendar photo shoot at Harrison's Funeral Home Ridgehaven. *Photo: Richard Tapp.*

COMING EVENTS

Aviation Museum Port Adelaide

Sunday July 14th 2013

We are sharing an outing with the Sunbeam Car Owners Club of SA with a visit to the SA Aviation Museum 66 Lipton St Port Adelaide; the star attraction at this facility is the recently arrived F111 which you can really get up close and personal with.

Prior to visiting the museum we

will be having a catered light lunch at the Port Adelaide Naval Association clubroom at 35 Quebec St, Port Adelaide.

Meet at the CCC clubroom at 11.00am for an 11.30am departure, we will arrive for lunch at 12 noon and then on to the Aviation Museum around 1.30pm. Tea and coffee will be provided at the Museum.

Costs for the day are bargain basement specials at \$7 for lunch and \$8.50 for the Museum which includes tea and coffee.

For catering purposes those wishing to attend will need to put their names on a board to be circulated at the June meeting or advise

*Chris Howes or
Cathy Woods 8165 3971.*

2014 Calendar Photo Shoot

Sunday 18th August 2013

St Kilda Tram Museum has been selected as the venue for this year's photo shoot for our 2014 Calendar. An entry fee of \$7 is required, giving full access to the museum, as well as unlimited

tram rides. The museum will be open at 10.00am. This will allow time for photos to be taken prior to the arrival of the public.

Bookings have been made for a 1.00pm lunch consisting of a two course set menu at \$25 per

person at the St Kilda Hotel. If you haven't already booked please contact me. A tram will be made available for travel to and return to the hotel.

*Peter Braham
8344 3288*

Drive Your Old Car Day

Sunday 1st September 2013

Meet at Fremont Park Elizabeth 9am for a 9.30am departure for a run up to Bethany Park, Bethany, to meet with

enthusiasts from other car clubs. BYO lunch chairs etc.

This is a must do event with loads of good vehicles to admire hosted by The Gawler Veteran,

Vintage and Classic Vehicle Club Inc.

*Brenton Gibb
8263 2908*

National Rally Warrnambool Travel Plans

We are travelling to Warrnambool over two days. The first overnight stay at Penola will be on Friday 27th September

arriving in Warrnambool on Saturday 28th. If interested in joining us please contact us for details. Make your own site or

cabin booking.

*Trevor and Lorraine Beythien
8449 8905 or 0409 096 070*

New Members

Stephen Marshall and Carol Blake
Dennis Kipridis

Brahma Lodge	1977 Valiant CL sedan
Richmond	1967 Chrysler Imperial sedan
	1967 Dodge Monaco sedan
	1967 Chrysler Town & Country wagon
	1966 Chrysler 300 coupe
	1964 Chrysler Imperial coupe

FROM THE COMMITTEE

President's Message



Welcome to the July / August 2013 issue of the Chrysler Collector.

Since my last report we have had a number of very successful events.

At the May General meeting we had the daughters of former Chrysler Australia Managing Director David Brown as guests and we had as a guest speaker John Ellis, manager of the Chrysler Racing Team when Chrysler Australia was racing Chargers in Australia.

Later in May we had a "Mystery Run" organised by Brenton Gibb. We stopped at the Whispering Wall and a secluded oval at Bethany which had excellent facilities.

Our event in June was the traditional pub lunch, this time held at Victor Harbor. Brenton Hamilton organised this and the Victor Harbor Hotel did us proud. I certainly enjoyed my meal and I didn't hear any

grumbles from others. The Sporting Car Club had a display opposite the hotel that day, which helped with parking because they had bulk hired a whole car park and permitted us to use it.

In July we will be joining the Sunbeam club for a visit to the Aviation Museum at Port Adelaide. If you didn't know, Sunbeam was part of the "Rootes Group" which included Hillman and Humber. Chrysler purchased the Rootes Group in the 1960s – selling it to Peugeot in 1978. If you wondered why there was a flurry of late model Sunbeam Alpines in the club – you now know the connection.

In August we will be visiting the St Kilda tram museum, combining this with a photo shoot for the 2014 Calendar.

More details for both of these future events are on page 5 of this magazine. Both of these future events have meal options, so please read carefully and make sure you give the organisers the notice they need.

You may recall that with the change in our membership from finishing in December to

finishing in June, the Committee had to consider whether to continue with an annual dinner in late October or move to a date near the end of the revised membership year. The latter option was chosen, with 31 May 2014 being the target date for the next dinner. The Lind's are looking for a suitable venue.

It is good to see that in this issue (yes, I saw it before I wrote this because Bob does not leave everything to the last minute) that Bob did not have to write **all** the articles himself, as he did for the May / June issue. Of course the May / June issue was very good – but we must not impose on Bob in this way.

See you at some of our events!

Richard Tapp



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Cathy Woods, Chris Howes, Peter Braham, Alan Driver, Richard Tapp, Barry Maslin, Geoff Kolberg, Kevin and Barbara Williams and Mike Osborne

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

Bob Haywood

WEBSITE STATISTICS

	May 13	June 13	June 12
Visits	497	406	574
Pages	3209	5734	12212
Average visit duration	2:42	4:16	4:00

Statistics include photos but exclude videos.

CLUB NOTES

Federation Meeting Report



Due to unforeseen circumstances I was unable to attend the last Federation meeting, consequently there is no report. I will catch up with any important issues and add them to the next

report in the September/October magazine.

Alan Driver

Members Out and About

Chris Howes Collecting a Few Last Bits



Vale: Wally Towsty

Club member Wally Towsty recently passed away after a long battle with cancer at the age of 61. Wally joined the Chrysler Restorers Club of SA in 2001 and was a well respected member. He had a high quality collection of Valiant vehicles which he cared for and kept in pristine condition. He was also a member of the Chrysler Club of SA and a regular entrant in the

All Chrysler Day event where he collected many trophies for his displayed vehicles.

The committee and fellow members of the Chrysler Restorers Club of SA wish to pass on their sincere sympathy to his wife Nina and family.

*Wally and Nina's 1973 Valiant
Charger E55 coupe
CRCASA 30th Anniversary.*

Photo Richard Tapp



CLUB NOTES

Conditional Registration and the Code of Practice

I thought it was time to continue with extracts from the Code of Practice that pertain to vehicle eligibility, previously we had looked at vehicle bodywork, paint and interior. The following paragraphs determine the allowable features with suspension, transmission, braking and steering components.

Once again there is not a lot that can be changed from original, for the later model vehicles there is provision to upgrade to disc brakes within the set guidelines, however strangely enough there is no provision to upgrade mechanical brakes with hydraulics; as with many of these regulations one can only wonder why.

Historic Vehicle Suspension

8.9 Suspension must be of the configuration and type as originally manufactured for that vehicle. Suspension location points must remain as originally manufactured. Springs may be replaced with a newer part provided that they are similar in size and rating to the original part. The lowering of the vehicles suspension is not permitted and stub axles are to be an original part.

8.10 Helper springs may be fitted without recording as a variation provided they do not alter the manufacturers' ride height.

Historic Vehicle Rear Axle

8.11 The rear axle may be upgraded to an alternative, provided that it was an option or an available rear axle assembly from the vehicle manufacturer for that make and model at the time of production. Different final drive ratios are acceptable provided they were originally available and

the housing remains unaltered.

Historic Vehicle Steering

8.12 The steering box or rack, column and steering wheel are to remain positioned as originally manufactured. However, a vehicle may be converted to right hand drive provided that the conversion is a "mirror image" of the original steering configuration. Also the components used in the conversion are from the same era and manufacturer or would replicate an original equipment manufacturer or the conversion is performed using a "chain or angle drive" type system where the original steering components, apart from the lowered steering column and shaft remain unmodified. In all cases, the left to right hand drive conversion must be certified by a chartered professional engineer in accordance with Vehicle Standards Bulletin Number 4.

Historic Vehicle Brakes and Braking System

8.13 Disc brakes may be fitted provided they were an option or were made available by the original equipment manufacturer for vehicles of that model. If fitted, they must be the same size and type as provided by the original equipment manufacturer, with the same type calliper. The suspension and or mounting points may not be altered to accommodate the fitting of disc brakes. A vehicle that is fitted with a king-pin front end may not be fitted with a ball-joint front end to accommodate the fitting of disc brakes.

8.14 Hydraulic brakes may not be substituted for mechanical brakes. Power boosters may be fitted to hydraulic systems provided they

were an option or where commercially available from a non original equipment manufacturer for vehicles of that model.

8.15 Dual circuit master cylinders may be fitted, provided they were an option or were made available by the original equipment manufacturer for vehicles of that model.

8.16 Variations to a braking actuator can be made to cater for a person's disability if supported by medical recommendations.

Historic Vehicle Transmission

8.17 The transmission must be as fitted by the original equipment manufacturer or an option available from the original vehicle manufacturer at the time of manufacture. Column change can only be changed to a floor change or vice versa if it was an option on that particular model of vehicle. The selector, either manual or automatic, is to be of an original type for that model of vehicle.

8.18 Variations to a gear selector can be made to cater for a person's disability if supported by medical recommendations.

For any further details the complete Code of Practice is available for viewing on our website under the Documents tab. Next time we will view the regulations regarding engines and the allowable variations applicable to historic vehicles.

Chris Howes

CLUB NOTES

Chrysler Restorers Club of Australia (SA Inc.)

The initial meeting of Chrysler enthusiasts in South Australia was held on 12th September 1979 at C.M.V. building in Franklin Street Adelaide and attended by 25 people.

Although no committee was formed at this stage, discussions were held on various aspects of a proposed club, the range of vehicles owned by interested people, the level of family involvement in the proposed club's activities, and the advertising / publicity of future meetings. A second meeting in October planned a family picnic which was held at the Chrysler oval at Tonsley Park on November 11th of that year.

After the formation of an interim committee to lay the club's groundwork, the Chrysler Restorer's Club of Australia, South Australia Branch, was formally constituted on February 19th 1980 at a meeting attended by 32 Chrysler enthusiasts.

The first Executive committee then set about planning a calendar of meetings and outings which were publicised in a newsletter bearing the name "The Chrysler Collector". By the time of the first official club run in July 1980, there were 86 financial members who, by committee decision,

became the club's foundation members.

The first club run was to Mallala, 60 kms north of Adelaide with 26 families taking part.

In 1983 the club's most prestigious annual award, the Ron McNair Memorial Trophy, was established in memory of one of the club's founders. This award is determined by member's votes each year and it's recipient, The Club Member of the Year, is announced at our annual presentation dinner usually held in October or November.

Club catalogued vehicle plates were introduced in 1984 and the first S.A. Chrysler Invitation Rally was held in June 1985, attracting 50 entries including several from interstate.

After outgrowing the C.M.V. Clubrooms and the use of two other temporary meeting rooms, we finally moved into "permanent" premises at the triple "C" complex at Glandore, a facility we share with the S.A. Federation of Vintage Car Clubs and several other car clubs. This move took place in February 1988.

1990 would be one of the highlights in our club's history when we returned to Mallala to

celebrate our tenth anniversary and what a day it turned out to be. Over 200 club members, families and friends enjoyed a wonderful outing with 65 veteran, vintage, classic and modern Chryslers on display at the Mallala Oval.

On this day, the club's first life membership was bestowed on Norma Schopp, one of the club's inaugural members and editor of the Club's newsletter since 1982.

Since the club's formation we have seen a steady growth in numbers and at the time of printing our membership stands at 300.

We have a very enthusiastic membership which is evident by the regular meeting attendances taxing our clubrooms to the limit. It is not uncommon to see "standing room only" at our annual meetings.

The contribution by many members during the twelve years of the club's existence, has ensured a promising future of our club.

*Taken from
1992 6th National Chrysler Rally
programme booklet.*

A Bit of Humour

Recently Dick Hart and Kevin Frith came up to Renmark in search of some old Dodge parts I knew of. We arrived at a 5 acre paddock full of all sorts of old wrecks and found the Dodge in question. We soon realized we needed a battery drill so Kevin

and I returned to my home to grab one, leaving Dick lying inside this wreck trying to loosen dash parts. Upon our return Dick looked a little shaken. Apparently while we were gone something had come up and sniffed Dick on the bum. Dick

shot out to find a big black dog standing behind him, he soon realized the ol' dog was blind so Dick told him he had better go home. We wished we had been there.

Geoff Kolberg

PAST EVENTS

May Mystery Run to Bethany.

Sunday 19th May 2013

It was our first outing since the breakfast run so we were pleased with the promise of sunshine for the "Mystery Run".

We met at Northpark Shopping Centre car park around 10am. Most of us arrived a little early and did the usual stand around and chat. What a great way to start the day! We left at 10.30

and travelled along Main North Road to Black Top Road just past the Old Spot Hotel. That took us on through One Tree Hill and on to Kersbrook and Williamstown where a few of us stopped at the bakery. (How unusual!). The Whispering Wall, a short distance from Williamstown, was a pre-arranged meeting spot for morning tea. Another chat and a

chance for some to experience the acoustics of the dam wall. It was good to see the return of some greenery in the landscape after some rain, however the South Para Reservoir still looks like someone has pulled the plug out.

From there it was back to Williamstown where we took the turn to take us to Lyndoch and

Whispering Wall Morning Tea



Chris Howes in the S..t Again



PAST EVENTS

May Mystery Run to Bethany (ctd.)

on to Tanunda where we headed on to Bethany Reserve and picnic ground.

Another group had already claimed the large shelter shed, but it did not matter as the day was still quite warm if a little overcast. While setting up for lunch I did a car count,

seventeen club cars and one modern which I thought was a pretty good turn out.

During lunch the usual banter continued. It was a very pleasant day and drive which turned out to be a fairly typical Chrysler Club run, weather to order, a good turn out of cars, and great

company. What more could you ask for?

Well done Brenton and Sharon Gibb and helpers.

Kevin and Barbara Williams

Photos Mike Osborne

Bob Haywood

Lunch at Bethany



Recipe: Crunchy Lime Semifreddo.

395g can sweetened condensed milk

6 lime's zest finely grated

3/4 cup strained fresh lime juice

Method

1. Line a lightly oiled 20cm x 11cm x 7.5cm loaf tin with baking paper, leaving an overhang all around. Cut one long narrow strip of paper to line base and narrow ends so it runs up over each end. Line sides with separate sheets of paper, cut to fit with overhang. Chill in freezer.

2. Pour condensed milk into medium bowl. Stir in lime juice and zest. Pour cream into *chilled*

300ml pure cream

120g almond thin biscuits finely crushed

Candied citron to garnish

bowl and whip until thick. Fold the cream gently but thoroughly into milk mixture.

3. Spoon 1/4 of the lime mixture into prepared tin, use back of spoon (or shake tin) to level out. Sprinkle 1/4 of the crushed biscuits evenly over top. Shake tin to level. Place tin in freezer for 10 mins. Loosely cover remaining lime mixture and refrigerate.

4. Repeat process three times ending with crumbs. Cover

lightly with plastic wrap and freeze. Leave for at least **8 hours**.

5. To serve, chill a long narrow platter. Uncover Semifreddo and place platter on top. Invert and using paper, remove from tin and remove paper. Peel candied citron with vegie peeler and drape over top. Slice with sharp knife.

Barbara Williams

PAST EVENTS

Chrysler Heritage Tour

Sunday 5th May 2013

I have used the following abbreviations, TJR for T J Richards, CAL for Chrysler Australia Ltd and MMAL for Mitsubishi Motors Australia Ltd.

The Tour was hosted by Matthew Lombard from the National Motor Museum at Birdwood with expert commentary from Gavin Farmer ably assisted by Chris Bennett. I worked with both Gavin and Chris during my time at both CAL and MMAL.

The Tour began at the Torrens Parade Ground where we

boarded the small Chinese bus to begin our journey.

The first stop was in Grenfell Street near the Harris Scarfe carpark which was the location of the Holden and Frost factory.

Just around the corner on the western side of Hindmarsh Square and extending from Grenfell to Pirie Street was the site of the TJR factory. This factory was eventually expanded to three stories. The surrounding back streets were home to many vendor suppliers feeding the main factory.

It is hard to imagine large

factories in the city but as Gavin explained, in the early 1900's, Adelaide was just a large town.

Eventually TJR required more room to expand and so the site at Keswick was selected for the new factory. We were able to drive around the now Le Cornu site and view a large Chrysler sign in Maple Avenue.

This site had the added advantage of a rail line to bring in raw material and ship out the completed product.

We then moved on to Malborough Street Malvern where TJR had attended the Methodist Church (now Uniting) and lived across the road on a large block of land but his house was by no means palatial. From this location he would walk or cycle to work.

Our next location was the first TJR factory just across the railway line at Mitcham but like all of these sites nothing exists to show the important contribution made to the South Australian automotive industry.

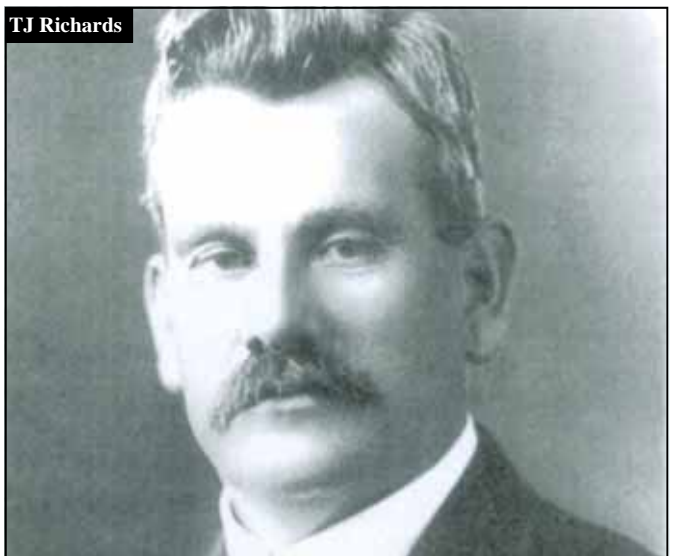
Tobias John Martin Richards was born at Montacute in South

TJ Richards Mitcham



The first main factory of T.J. Richards & Sons Ltd. in Hindmarsh Square

TJ Richards



PAST EVENTS

Chrysler Heritage Tour (ctd.)

Old Chrysler Site Keswick



Chrysler Sign Engine Plant Lonsdale



Tonsley Park Plant



Aust and was firstly a cordial manufacturer. By 1881 he was trading as a Blacksmith at Unley and by 1885 at larger premises at Mitcham. His "King of the Road" horse drawn vehicles were widely acclaimed and exported interstate. The move to Hindmarsh Square in 1901 aided the subsequent manufacture of motor bodies in 1913 and this continued with the move to Keswick around 1920 and the purchase of Mile End in 1927.

TJR died in 1939 and was buried along with his wife Matilda in

the Mitcham Cemetery.

The next stop was one I was more familiar with, the CAL/MMAL engine plant at Lonsdale. I started at CAL in 1974 in the Lonsdale Emissions Development facility before moving to Tonsley Park after a couple of years.

The Lonsdale Engine Plant is still intact but devoid of most internal fittings and now used for pipe manufacturing and machining of brake discs shipped over from Victoria.

The Foundry is now a recycling

plant and adjacent land is a holding area for impounded cars.

On the western facade of the foundry there still exists a fading Pentastar along with a Chrysler Australia sign.

Interestingly the corporate livery around the top of the foundry is still Chrysler blue while the more visible engine plant was repainted Mitsubishi red after the formation of MMAL.

Our final stop was at Tonsley Park where I spent around 28

Cont. Page 14

PAST EVENTS

Chrysler Heritage Tour (ctd.)



Engine Plant Lonsdale



Demolition at Tonsley Park

years of my working life. I have lost track of how many times I have been asked how many people worked at CAL/MMAL invariably the answer was about half of them.

From the Alawoona Avenue side we were able to view the Western Plant, power station, Regional Office and Service Division.

The water bath at the end of the high speed test track was clearly visible adjacent to the railway line.

CAL and to a lesser extent MMAL used rail freight to ship cars interstate but this declined due to paint contamination and inefficient delivery schedules.

Our final stop was the eastern or South Road side of Tonsley Park where demolition work was still in progress. Most of the asbestos cladding and roofing has been

removed leaving just the steel framework, my understanding is this will be used in the future redevelopment.

It was a trifle sad to stand once more in the employee carpark that I would have driven into numerous times.

Time precluded a visit to the Mile End or Finsbury Plants but suffice to say Canberra bomber parts, air conditioners and also trucks were assembled there.

Special thanks to Gavin for his unsurpassed knowledge and to Chris for filling in the gaps.

Barry Maslin



PAST EVENTS

British Run to Victor Harbor

CRCASA Members: John and Debbie Goddard with Chris Howes.



John and Debbie Goddard's 1968 Series 5 Sunbeam Alpine



Photos: Mike Osborne

PAST EVENTS

Pub Lunch Run to Victor Harbor

When you take a 73 year old vintage car for a run you must check that firstly it will start! With the 1940 D14 Dodge sloper I did just that and surprise, surprise, it would not start! This was late Friday afternoon and after doing some Barnes "muckanic" checks I knew it was not the battery but some other electrical problem, either the starter button or the battery isolator switch. I phoned the RAA and told them my problem. They promised within the hour to attend and 45 minutes later the RAA van arrived with David, who as luck would have it serviced a stable of unique and valuable cars for a very wealthy Adelaidian. Yes it was the battery isolator switch, took that out, rewired it and the D14 started no worries. Sunday morning we took off and waited at the South Road weighbridge

in icy weather with a very good line up of cars. Of course Bertie Barnes our small dog was there, shivering with the cold even though he had on his coat complete with name badge. Brenton Hamilton handed out the run sheets complete with a brochure about Victor Harbor, whale watching and other places of interest.

We all set off on our way to Victor Harbor via Meadows. We stopped at the Meadows Bakery for coffee and cake. We had chat with a group of old bikers who dropped in at the same time. The lineup of cars in the main street was a sight to behold. CRC members certainly turn out their vehicles beautifully, which gave members a chance to see some rarely seen cars e.g. the Valiant owned by a Murray Bridge member. As we drove Carole was reading from the run sheet

the points of interest and, yes Norma, it sounded like you telling us from the back seat. Knowing Goolwa well, we went cross country to Middleton then onto Victor Harbor arriving at 12.30pm. Leaving Bertie in the car in the sun, giving him a wee stop, a drink, helping Mike Osborne undo the zipp on his jacket, Ken misplaced the car keys, which were eventually found with the dog lead on the back seat.

It was great to see 105 people, some of whom we see rarely at the Pub Lunch, and, what a meal!! Carole and I had the beef, it was perfect with a lovely flavour from the pepper and mustard crust and so tender, the vegetables done just right, nice sweets, in fact, a superb meal! We had a walk around Victor Harbor, gave Bertie a sample of the beef and we are sure he

Ken and Carole Barnes' 1940 Dodge D14 sedan



Richard and Raice Tapp's Chrysler Royal AP3 sedan



agreed with us. We then drove home which is hard work with an old car on a Sunday on that road, but we enjoyed every part of the day. We must say a big thank you to Brenton and Norma for a job well done and to their helpers Bill and Margaret Ellis.

Ken Barnes

PAST EVENTS

Our Pub Lunch Run to Victor Harbor

As members of the Chrysler Restorers Club SA, we try to attend a number of events, not simply because it is a condition of membership, but because it is always a pleasure to meet up with the many friends we have in the club.

However, when it was time to head off to Adelaide early on Sunday morning in order to join the group run to Victor Harbor, it was a trial of our enthusiasm! The distance was no big deal, but the problem was that there was a planned power outage from 2am until 10am on that very day. That meant getting the car out the day before, in order to deal with the electric door not opening. It also meant washing etc. by torchlight and making a cuppa at 6am from a flask prepared the night before.

Heading off as the sun came up should have been easy and it was until we drove into dense fog just outside Ardrossan. Fortunately we got through this safely and the run down Highway One was easy. It was just a case of negotiating the bomb site that is otherwise known as the South Road.

Arriving 9.45am at the meeting point, we spotted Brenton and Norma Hamilton already there. They had come up from Victor with the route guides. Shortly afterwards, other cars arrived and with our instructions to hand, we set off to Meadows for morning

tea. I am not sure if the Meadows Bakery knew we were coming, but they certainly had enough food to supply our group. As we had brought along our dog Molly, we sat outside with Ken and Carole Barnes, plus their dog, Bertie. Meadows looked to be busier on a Sunday than a week day, with lots of bikes and cars being taken on a run, or people having a stop for coffee.

Leaving Meadows, our route took us through the green and lush area towards Goolwa, via Ashbourne. Travelling at reasonable speeds, we were able to observe the rash behavior of some of the riders on two wheels, as they passed us on the winding roads, often on the double white lined sections.

Parking near the Hotel Victor, we could see that an interesting collection of cars were already assembled in the nearby car park. These were from the Sporting Car Club and their occupants had gone on the Cockle Train to Goolwa, with the HMVC taking care of any security issues. I'm not sure if these increased when a fair number of the Restorers Club vehicle were ushered into the same area, but I know the Chrysler cars got a lot of attention from the public.

Into the hotel and the payment procedure was all well set up, with a couple of lucky seat prizes and a free raffle ticket for each member.

The service was very good, especially as there were about 100 to cater for. Excellent value, especially with the fruit salad. We had a couple of hours to enjoy our meal and catch up with lots of people. I don't think there was any irregular behaviour- a comment from Alan Pike regarding Margaret Stark's breast turned out to be simply a comment on her portion of chicken.

On leaving the hotel, we had look around the cars in the care of the HMVC team. Good to see a wide selection of cars. One surprise was a late 1940's Rover P3 which my wife Mary took a liking too, as it had an automatic gearbox conversion. We made our way to the house we had rented for the night where we enjoyed a glass of wine or two, supper and a good night's sleep.

On Monday morning we left for home, but not before we went into Port Elliot to see there if there were any whales inshore. Sadly, nothing to see at that time. For the route home, it was back through Ashbourne, Meadows, Hahndorf and Gawler where we stopped for a picnic lunch. Even taking the scenic route, the trip home took just over 4 hours. Another great weekend.

*Mike and Mary Osborne
Photos Richard Tapp
Bob Haywood*

Mike and Mary Osborne's 1966 Bristol Powered by 318 Chrysler



OUR MOTORING HERITAGE

Fuels for Thought

The following article was published by BP Fuels in 2002 for which credit and acknowledgement is given.

Whilst the article is over ten years old and the product itself may not even be marketed now, the information is still very pertinent. In the light of recent fuel issues that certain members have experienced I thought it might be worth reading.

I don't advocate or make any recommendations as to what fuels individuals should use, but perhaps this article may shed some light on why fuel problems exist and how they manifest themselves.

Chris Howes

Fuel News

Modern Petrol in Vintage Engines

Many enthusiastic owners of classic motorcycles and cars have experienced engine operating problems using modern petrol. The cause is often wrongly attributed to the octane rating of modern petrol. Most users perceive octane as the most important property of petrol, but in reality the boiling range or vapour forming properties have the major influence on fuel performance. High octane petrol has no influence on combustion quality or burn rates in these engines. It is the effective ratio of air to vapourised fuel in the combustion chamber that matters.

Over the last 100 years the development of petrol and cars has gone hand in hand. Each

engine was designed around the petrol which was available at the time. Petrol has changed, largely because of the pressure to produce greater volumes as the demand has grown. This pressure has resulted in a wider boiling range for petrol with more low boiling point hydrocarbons and more high boiling point hydrocarbons. It is the addition of these light and heavy hydrocarbons that has forced changes in fuel system and carburettor design. Octane has gone up over the same period, but that is only to stop pinging [combustion knock] in high compression engines.

The Nature of Petrol

Petrol is a mixture of many (even hundreds) of different hydrocarbons. Each component has its own boiling point which means that a fuel boils over a range of temperatures. In recent years high and low boiling components have been added to satisfy demand. BP 100 racing fuel has a narrower boiling range than normal petrol and it best approximates the fuels produced earlier in the century.

The Effect of Modern Petrol in Vintage Engines

The effects range from poor vapourisation in the carburettor to excessive vapour formation in the fuel system. Each problem engine must be studied with a clear understanding of the likely symptoms. All of the following problems have been reported but vapour lock appears to be the most common.

The possibilities are varied and may include the following cases.

1. Very early engines with wick or surface carburettors may suffer

because the low boiling components may vapourise leaving the high boiling components to build up in the carburettor and hence lean off the mixture.

2. Some engines with simple carburettors that do not spray the fuel into small droplets may end up with unburnt high boiling fuel components going out with the exhaust. If the correct amount of fuel is added to the air stream but is not fully vapourised by the time combustion occurs then this is effectively a lean mixture. The air/fuel mixture in these circumstances could be likened to that of a cold engine running with the choke on. A lot of fuel being supplied but not much being burned.

3. In later engines the problem may move to excessive vapour formation in the fuel pump and fuel lines (vapour lock). This is caused by the high fuel system temperatures vapourising the low boiling components in modern petrol. This is the common form of vapour lock which results in lean mixtures.

4. There are several ways in which excess vapour formation in the float bowl can cause a rich mixture or flooding. Pressure build up caused by inadequate venting of the float bowl can force excess fuel from the jets. Secondly, with some fuel system designs, vapour bubbles formed in the float bowl as petrol ejects from the needle valve can cause foaming. The float then sinks in the low density foam which opens the needle valve and floods the engine.

5. Another complex problem is that of ice formation in the

OUR MOTORING HERITAGE

Fuels for Thought (ctd)

butterfly area of the carburettor. In some vehicles the carburettors have inadequate heat input, particularly if exposed to the air stream [motorcycles]. The temperature drop as petrol evaporates can freeze moisture in the air stream. The ice can restrict the flow of air and/or choke the engine causing power loss or stalling. This can occur below about 14°C with humid or foggy atmospheres.

All of the above problems would normally be eliminated when using BP 100 Racing fuel because of the selected boiling range of the

components. These fuels are designed for good vapourisation in the induction system while avoiding excess vapour formation in the fuel system [vapour lock]. The high octane will have no detrimental effect on the combustion process in these engines

The Effect of Lean Mixtures

To achieve complete and effective combustion, the fuel must be completely vapourised and the air/fuel mixture must be in the correct proportions. A lean mixture (insufficient fuel) burns slowly

because of the wide spacing of the fuel molecules. Slow combustion leads to :

1. Overheating of the cooling system caused by the flame being there for a longer period.
2. Overheated exhaust valves, particularly if combustion continues after the valve opens.

For further information, please call the BP Lubricants and Fuels Technical Helpline

1800 033 558 freecall

or visit www.bp.com.au/fuelnews

Electric Fuel Pumps in Older Cars

For many of us the upkeep of vacuum tanks and older mechanical fuel pumps is an issue best overcome by the fitment of an electric fuel pump. Our modern cars start all year round and don't seem to suffer with issues such as vapour lock etc. and in the main they are all fitted with electric pumps. However there is a significant difference in the design feature of these fuel systems and that is the addition of an inertia safety

switch, so that in the event of a large impact force, the fuel pump will be shut off thus reducing the risk of fire.

So for those of you with electric pumps installed it might be worth reading this article kindly reprinted with the permission of The Ranger Station. Although it's aimed at fuel injected vehicles the same issues would apply to any fuel system with an electric pump, and if you have

ever wondered how an inertia switch works, well here it is. Maybe now's the time to look around for one to install.

Copy the link below and paste on the Google address bar to open The Ranger Station

http://www.therangerstation.com/tech_library/InertiaSwitch.html

Chris Howes

Graham Bailey and Chris Howes Showing an Alternative to the Usual Swap Meet



Our Motoring Heritage

Tonsley Park Official Opening (part 2)



The Grand Opening of Tonsley Park

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David Brown used the occasion to announce he had won the approval of Detroit to spend a further £31 million on a foundry and engine plant to be built at Lonsdale.



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MARKET PLACE

Club Clothing

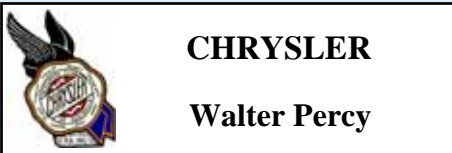
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Please contact Peter Braham at the meetings or by phone at 8344 3288

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MARKET PLACE

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

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When submitting an advert for publishing, please check contact details. I have had instances where I have been contacted by potential buyers finding they have been unable to make contact due to errors in telephone details.



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