



THE
CHRYSLER
COLLECTOR

Number 208

Sep/Oct 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

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 Caroon 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 1 November 2013. Corrections/amendments until Sunday 3 November 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

Saturday 26th October 2013

Men's Health Awareness Day and car display day.

3rd November 2013

Run to Hindmarsh Island. More information Chris Howes

1st December 2013

Christmas picnic Beefacres reserve
More information Sharon Gibb
82632908

INVITATION/OTHER CLUB'S EVENTS

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.

27th October 2013

London to Brighton Run for veteran cars bikes and commercial vehicles. Entry forms available. Brenton Gibb

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

15th September 2013

Gawler

20th October 2013

Strathalbyn

16th-17th November 2013

Bendigo

Brenton Gibb
8263 2908

Entry Forms etc

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

Lucas Electrics

Joseph Lucas, Prince of Darkness, is a somewhat common slogan, particularly among owners of old British motor bikes. This is really quite unfair and displays basic inability to comprehend the simple principles of a basic electrical system.

Forget all that nonsense about magnetic fields and the flow of electrons along a conductor, for it is just about that nonsense, a myth put about by auto electricians to support their lavish lifestyles at your expense. The reality is smoke! When you think about it, it all becomes startlingly obvious. Smoke makes all electrical things function. If smoke escapes, the component stops working. For instance, the last time you had to

climb under your car to replace the starter motor, didn't it start smoking before it stopped working? Of course.

The wiring loom carries the smoke from one device to another, pumped around the system by the dynamo, and when a wire springs a leak it lets all the smoke out and everything stops. The starter motor requires a lot of smoke to work properly, so it has a very thick wire going through it.

The battery stores up lots of smoke dissolved in the battery acid which is why they were once called accumulators, until it became apparent that we home mechanics would twig the secret. Naturally, if you try to dissolve too much smoke in your battery, it

will escape through the little holes in the top, this is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

But why is Joseph Lucas so maligned? Why are Lucas components more likely to leak smoke than say, Bosch or Marelli? Because Lucas is British, and British things always leak. British engines leak oil, British sports cars leak rain, British hydrostatic units leak fluid, and British governments leak military secrets, so naturally British electronic components leak smoke.

Unknown source.
Without prejudice.

Cover Photo

Brett Newley's 1978 Chrysler CL panel van. Photographed at the 2013 Mitsubishi/Chrysler reunion at Tonsley Park. *Photo: Bob Haywood.*

COMING EVENTS

Men's Health Awareness Day

Saturday October 26th 2013

This year's event is again being staged at Civic Park Modbury. (North East Road, opposite Tea Tree Plaza). Hosted by Rotary, the programme this year is planned to be more comprehensive than last year's pilot event, with more promotion, more sponsorship,

more expertise and more displays it promises to be a great community day out.

Our club will again be on show so let's all get involved in this special event with the emphasis on men's health. Scheduled to start at 10am we should be there by 9.30am and it will end about 3pm.

Ladies are welcome, with shopping, movies, coffee etc. close by, why would they stay at home. We will take along the club flags and shelters providing both colour and shelter for all of us attending.

Lindsay Gibb
8263 5416

Hindmarsh Island Airfield

Sunday 3rd November 2013

How many of you are aware that Hindmarsh Island has an airfield? Well yes there is one and that is our destination for the November run. Not just an airfield but the home of vintage aircraft owner and restorer of Tiger Moths, Barry Hills. Barry has kindly offered to open his premises and provide a tour of his workshop with works in progress and if the weather is

right, do some flying.

We will meet at the weighbridge at the top of Tapleys Hill at 9.30am for a 10.00am departure, our route will be via Clarendon, Meadows, Ashbourne, Currency Creek, Goolwa then over the bridge to Hindmarsh Island. The airfield is situated within a kilometre or two of the Murray Mouth so you might also like to view that as well.

Lunch is a BYO affair, a barbecue will be available for cooking and of course bring your own table chairs' etc. We don't plan to stop for morning tea as it will be a fairly lengthy run, however you will note that our route provides ample opportunity to pick something up along the way should you wish to do so.

Chris Howes
81653971

SAPOL Marshal Training

Wednesday 13th November 2013

Sgt Harry McCallum will be attending the general meeting on Wednesday 13th November at 7.45pm to conduct marshal training. The club last held a

training session in September 2009 and it is important that all members have the opportunity to revise their skills or for newer members to receive accreditation from SAPOL.

Please make this meeting a priority if you wish to be able to assist with marshalling duties at future club events.

Cathy Woods

2013 Christmas Picnic

Sunday 1st December 2013

2013's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, near the Darley Road Bridge. Assemble at 10.15am at the CRC clubrooms for a 10.30am departure. On arrival at the reserve there will be various activities to entertain the children.

A Chicken lunch, plates, cutlery, serviettes and Christmas gifts for children under 12 years old who attend will be provided by CRC.

Please bring your own chairs, tables and drinks.

Cost per family is \$10.00 (2 adults only + children under 12) or \$5.00 for a single.

Members please bring a large salad or sweets to share.

Father Christmas will visit during the afternoon. There will be a list circulating at the Sept, Oct and Nov meetings. If you don't attend the meetings please ring with numbers for lunch and children's names, sex and ages to allow time

for purchasing and wrapping of gifts. Please let us know all details by the 13th November, 2013

PLEASE NOTE: GIFTS WILL ONLY BE GIVEN TO THE CHILDREN WHO ARE LISTED AND WHO ATTEND ON THE DAY.

Sharon Gibb
Home: 82632908

Email:
bskamgibb@adam.com.au

FROM THE COMMITTEE

President's Message



Welcome to the Sept/Oct 2013 issue of the Chrysler Collector.

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

In July we joined the Sunbeam club for a visit to the Aviation Museum at Port Adelaide. This was a great day organised by Chris Howes. We started with lunch at the Naval Association's Port Adelaide branch. The Association's facility was a museum in itself, with models of navy ships and naval memorabilia. With stomachs filled, the Aviation Museum was the next stop. This was an eye opener for those of us who had not been there before. They have a marvellous collection and those of you who were not able to attend should make a point of

paying a visit.

In August, on a day with an awful weather forecast, we went to the Tramway Museum at St Kilda. Our primary objective was the photo shoot for our 2014 calendar, but of course there was also the opportunity to view the exhibits. We were extremely fortunate to do our photography during a gap in the weather, with just the last layout affected – but we got the shots anyway, despite being rushed. Our thanks to Matthew Haywood for once again making himself available to be the lead photographer.

We then took a tram ride to the St Kilda Hotel for lunch. I'm not sure what others were expecting, but the St Kilda Hotel is a spacious modern 2 storey hotel with excellent facilities. Everyone seemed to be well pleased with their meal and I think that it is likely we will pay them another visit in the next year or two.

Because of the National Rally at

the start of October, we thought our September event should be earlier in the month and joined in the Federation's "Old Car Day" event at Bethany. This was well attended with some 200 vehicles filling the venue, a reasonable number being from our club.

In October, after the National Rally in Warrnambool, we will be attending the Men's Health Day display at Modbury. Details are of course in our coming events section.

See you at some of our events!

Richard Tapp



New Members

No new members were recorded during this period.

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton and Sharon Gibb, Lindsay Gibb, Cathy Woods, Chris Howes, Alan Driver, Richard Tapp, Ellen Haywood, Matthew Haywood and John and Debbie Goddard.

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

Bob Haywood

WEBSITE STATISTICS

| | Jul 13 | Aug 13 | Aug 12 |
|------------------------|--------|--------|--------|
| Visits | 554 | 468 | 671 |
| Pages | 6573 | 4490 | 12391 |
| Average visit duration | 3:59 | 3:15 | 4:57 |

Statistics include photos but exclude videos.

CLUB NOTES

Federation Meeting Report

The recent meeting report is unavailable. Any important points will be included in next magazine.

Alan Driver

What a Small World!

On Wednesday 28th August I took a short drive in the Royal to Port Adelaide to view some tall ships that were expected to arrive during the morning. Due to their late arrival I decided to go for a walk and with camera in hand took a couple of photos around the wharf area.

As I returned to the car, Rod Morris, a shipwright, working on the tug Yelta saw the car and

approached me and a lengthy discussion evolved. It was then he told me about an incident in 1957 that he was involved in. His neighbour, a marketing manager for Chrysler Australia asked him if he would be a part of a photo shoot to demonstrate the braking capabilities of the Chrysler Royal. A near miss incident was staged and filmed at his Clifton Street Hawthorn address. Rod is the

young lad, watched by his mother, in this photo. This photo was among the negatives the club was given and are a part of our web site archive collection. After a chat about this incredible coincidence I offered to email him the two photos. A return email from Rod has been received and he was so grateful and amazed at this chance meeting.

Bob Haywood



Port Adelaide Aviation Museum

As most would know we recently visited this Museum and we seem to have left a favourable impression, as we have been invited back there on November 10th for their engine run and open cockpit day. Those who were present will recall that a number of engines in the workshop were in working order. As I recall the Packard

Merlin and some of the big radial engines are started up on occasions and are quite spectacular to witness running. In addition they will be allowing access into the cockpits of display aircraft including the F 111.

We have already planned a run for November to Hindmarsh Island but, as we have been

invited to the museum, I am willing to organise a group outing for those who may be interested. I will bring the matter up at the next couple of meetings to gauge interest and if there are sufficient numbers will arrange an outing, in the mean time if you are keen to go call or leave a message at my home number.

Chris Howes 81653971

CLUB NOTES

Conditional Registration and the Code of Practice

Further to our previous extracts from the Code of Practice, this issue provides an insight into the eligibility issues concerning engines, wheels and tyres.

Once again everything has to be pretty much standard as far as the engine is concerned; carburettors can be changed where there is no suitable replacement and apart from allowable variations, such as the Slant 6 engine tubular exhaust manifold, all else must remain original. The fitting of LPG is now permissible, so long as it complies with the rather vague definition in 8.22

Wheel rims can be expanded up to one inch (25mm) wider than standard to cope with current available tyre sizes, this goes in hand with the allowable fitment of radial tyres.

Historic Vehicle Engine

8.19 The engine must be of the size, make and configuration as provided by the original equipment manufacturer or an engine that was available to that make, model and year of manufacture. Inlet and exhaust manifolds, air cleaner, camshaft and heads to be as originally supplied by the original equipment manufacturer. Variations are limited to original

equipment manufacturer tolerances. Crankshaft stroke must remain standard for the model and year of the vehicle.

8.20 Only components specified for road use by the original equipment manufacturer for that make and model are permitted to be used.

8.21 Air cleaners are permitted to be fitted where the original manufacturer did not provide them as original equipment provided they remain appropriate to the period. Where a carburettor/s is unreliable, not cost effective to repair or spare parts are no longer available, a non original equipment manufacturer carburettor/s of similar specification and performance may be fitted. The original air cleaner is to be re-fitted to the replacement carburettor/s.

8.22 The fitting of liquid petroleum gas as a single or alternative fuel is acceptable providing it was fitted within the working life of vehicle as per the installation date on the compliance tag. It remains the owner's responsibility to ensure that the liquid petroleum gas system remains compliant with current regulations.

Historic Vehicle Wheels and Tyres

8.23 Standard original equipment manufacturer optional or period style after-market rims of the same diameter/specification can only be fitted. Rims may be no more than 1inch (26mm) wider than the original equipment manufacturer specification.

8.24 Vehicles fitted originally with beaded edge rims and tyres, may replace them with wellbased or straight-sided components, provided the external diameter, offset, style, material and width of the rim and the overall diameter of the tyre/rim combination are not altered by more than 10%.

8.25 Radial ply tyres may be fitted in place of those fitted by the vehicle manufacturer providing the requirements of 8.23 and 8.24 are met and that the rim is designed to accommodate the tyres fitted.

The complete Code of Practice is available on our website and as always I am happy to answer or investigate any queries you might have.

Chris Howes



CLUB NOTES

Vale: Trevor Feehan

The following article has been taken from the NT news, with the permission of Pauline, the late Trevor Feehan's wife.

A spanner, model speedway car and a jazz CD were laid on a coffin as hundreds of people yesterday farewelled "a good bloke"

About 20 vintage cars took part in the funeral procession, a tribute, as Trevor Feehan took his final ride to the Thorak Cemetery in Darwin. Laurie Feehan, proudly drove his father's 1937 Chevrolet ute in the procession.

The 75 year old mechanic will be

remembered as a man with a "pet aversion" to bitumen roads and a memory for all things mechanical.

His mate Ted Buckler said, "one day I told him about a visit to a scrap metal yard telling him I have never seen so much junk, he turned and said "there is no such thing as bad junk". As a boy he made up his own bicycles from parts he collected from the local dump. He was an inventor.

At the funeral Bill Grimster told of how the old school tradesman's life changed, when he was offered a job with the NT Civil Aviation Department in 1962.

He loved being out in "the bush" but didn't like the bureaucracy that went with it. When he was working around the workshop he would collect various engine parts from V8's and add them to his speed car to race at the local speedway.

Trevor was not a 21st century man. Small Japanese cars were dismissed and computers were a necessary evil, others had to deal with.

Trevor is survived by his wife Pauline of fifty years, his daughter Cath, sons Laurie and BJ, five grandsons, twenty or so cars and three motorbikes.

Obituary: Trevor Feehan 25.5.1937-3.5.2013

Trevor Feehan was a born and bred car man. He learnt to drive at the age of ten when his uncle needed someone to drive the women to town while the men worked on the various Feehan family farms on Yorke Peninsula in South Australia. He had found his calling and from then on was not content to just drive cars, he wanted to know every thing about them.

Taking an apprenticeship at the age of sixteen he worked on cars, trucks, buses and literally anything on wheels. In 1962 at the age of twenty five he was offered a job with the Department of Aviation, as long as he was prepared to go to Darwin. After arriving in Darwin, by car of course, for a three week placement, he was hooked and stayed until his passing.

Through the 1960's and 70's he travelled extensively with the Civil Aviation, maintaining the trucks and other vehicles required in the building of all the remote

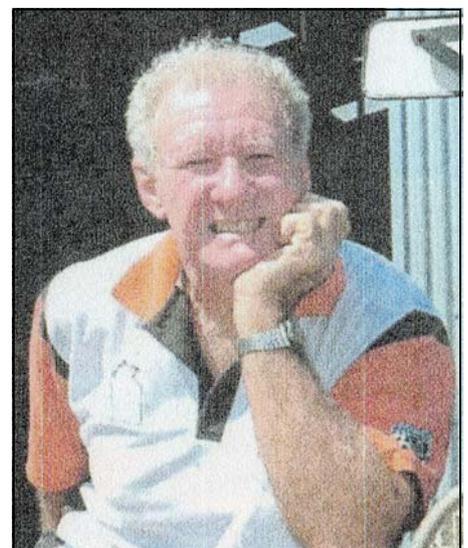
and community airstrips. It was at this point he developed his love for remote travel. Road trips became his way of life and he never flew any where he could drive.

In 1977 Trevor was approached by the Principal of St Johns College to establish a metalwork program at the school. Within a couple of years he had developed a program for year 11 students and engaged students in the subject by letting them work on real projects, like the year they built a car for the Demolition Derby for the local speed way. By the time he retired from St Johns in 1996, he had taught a multitude of kids that there was more to education than the "three R's".

Trevor devoted his life to rescuing what he emphatically referred to as "precious metal". With a photographic memory for everything mechanical, he could tell you the history of any vehicle ever made, its purpose, its faults and why no one but him would

ever truly appreciate it.

Trevor lived life to the fullest and was active in Territory life. A founding member of the Darwin Sailing Club, foundation member of Bagot Park Speedway, early participant in the Bougainvillea Festival, the Darwin water skiing community, the Beer Can Regatta, founding member of the Motor Vehicle Enthusiasts Club, he never missed a chance to share his knowledge with a kindred spirit.



PAST EVENTS

A Day Out With the Royals

Tuesday July 2nd 2013

A follow up trip to recover some more spares and the purchase of an AP3 Royal from Winulta was a recent day trip for some keen members.

A group of three cars and car trailers manned by Dick Hart and

of removing major parts.

One group worked on removing parts from these vehicles while the remainder of us prepared the AP3 in the shed for transportation back to Adelaide. This involved a change of wheels and a general clean up this car had not been

moved for about thirty years, so had quite a collection of dust and the remains of a couple of mouse plagues over those years.

The team outside were busy removing various parts, including a motor, transmission, tail shafts, in fact any thing that was possible

Noel Cowie, Where do I Start?



Dick Hart at Work



Chris Howes, Neil Wormald and Noel Cowie, Graham Bailey and myself headed off for Yorke Peninsula meeting up at Port Wakefield around 8.30am.

Our destination was only a short distance away so after a coffee and a bite to eat we made the last part of the drive and arrived at around 9.45am.

John, the owner had already prepared the wrecks for us to work on by turning the two cars outside over on their side for ease



Graham Bailey and Dick Hart



to salvage in the time we had set aside.

When it was time to move the AP3 it was all hands on deck and with the assistance of John and his tractor we brought the AP3 out into the daylight. In some respects it appeared better than expected.

It was loaded on to the car trailer behind Neil Wormald's car ready for the trip back to Adelaide and after money changing hands, appeared to be Dick Hart's new project.

PAST EVENTS

A Day Out With the Royals (ctd)



moment we could all relate to, how do we face up to the wife with the news of lost Tupperware. Noel broke the news by ringing home, and the reception was what he expected.

All this behind us we headed off home without incident, after a great day and a good collection of Royal parts.

The lost Tupperware was not found even after a phone call to the farm. The end of that story was “next time you can have a

We had quite a few spare parts from the three vehicles to pack and secure on to trailers and as soon as this was done we were on our way.

John had invited us to call in to see a couple of other vehicles he thought we may be interested in seeing at his farm house a short distance away. We were shown around the farm and after a coffee and cake we decided to make the trip home.

After travelling on unsealed roads



plastic bag”

Over the following couple of days the various parts were divided up and put into storage.

Dick Hart is working on his project with a general clean up and is happy with the state of his find. The satisfying part of his find was after hot wiring the starter the motor turned over with ease. This is an ongoing job for Dick, no doubt he will have it up and running in no time. I will keep you posted on his progress.

Bob Haywood

PS

Dick has informed me the vehicle has been sold in running condition.

for a few kilometres once we found ourselves back on sealed road we decided to make a stop and resecure our respective loads. It was at this time Noel Cowie

with very alarmed yell informed us that he was missing a Tupperware container he had brought packed with Rae’s lovely baked cupcakes. This was a

OUR MOTORING HERITAGE

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Or one with a Past..
To put the matter briefly..are you a Modern?



OUR MOTORING HERITAGE

De Soto Airflow (ctd)



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 Relax all over..stretch out..and you're off..
 Graceful as a plane in flight..
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 Out on the road it travels like a hurricane..
 Yet you don't hear or feel a thing.

Only the faint sound of the rushing air..
 And the trees and telegraph poles racing by..
 Remind you of your speed.
 At 80 M. P. H. ...cradled between the wheels..
 You can read a paper or slumber undisturbed..
 No wonder it's setting a motoring vogue..
 This car that upsets all traditions..
 This first truly aerodynamic automobile!

But simply to glimpse it in the showroom..
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 Treat yourself to this new adventure on wheels..
 Today..get in a new AIRFLOW DeSoto..and GO!

Airflow
DE SOTO

FOUR MODELS—\$995.00 at the factory,
 Detroit. De Soto Corporation reserves right
 to change the price without previous notice.



PAST EVENTS

Sunbeam Owners Club Combined Run to Aviation Museum

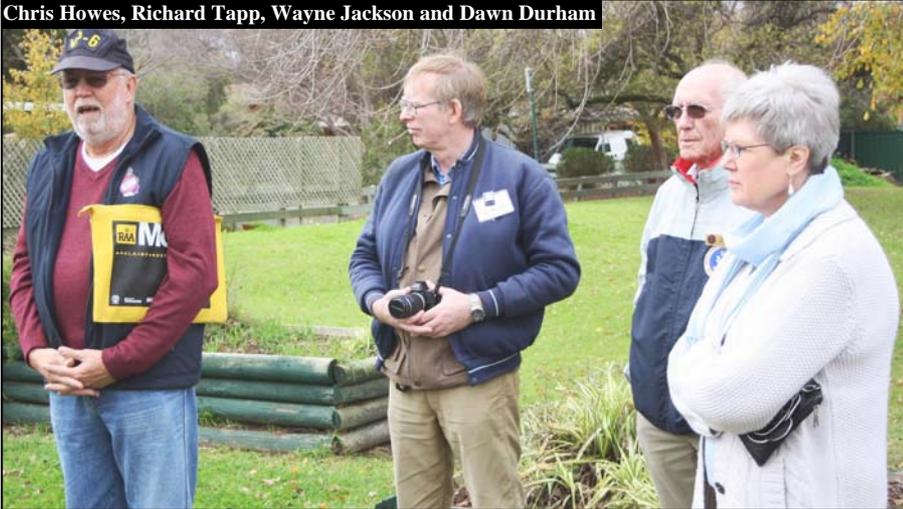
Sunday 14th July 2013

Chris and I joined the Sunbeam Owners car club in January 2012

Chris is retired and loves to search out places to eat and to visit so the outing to the South

Australian Aviation Museum was planned and 80 members put their names down to attend this run, 20 of them from the Sunbeam club.

Chris Howes, Richard Tapp, Wayne Jackson and Dawn Durham

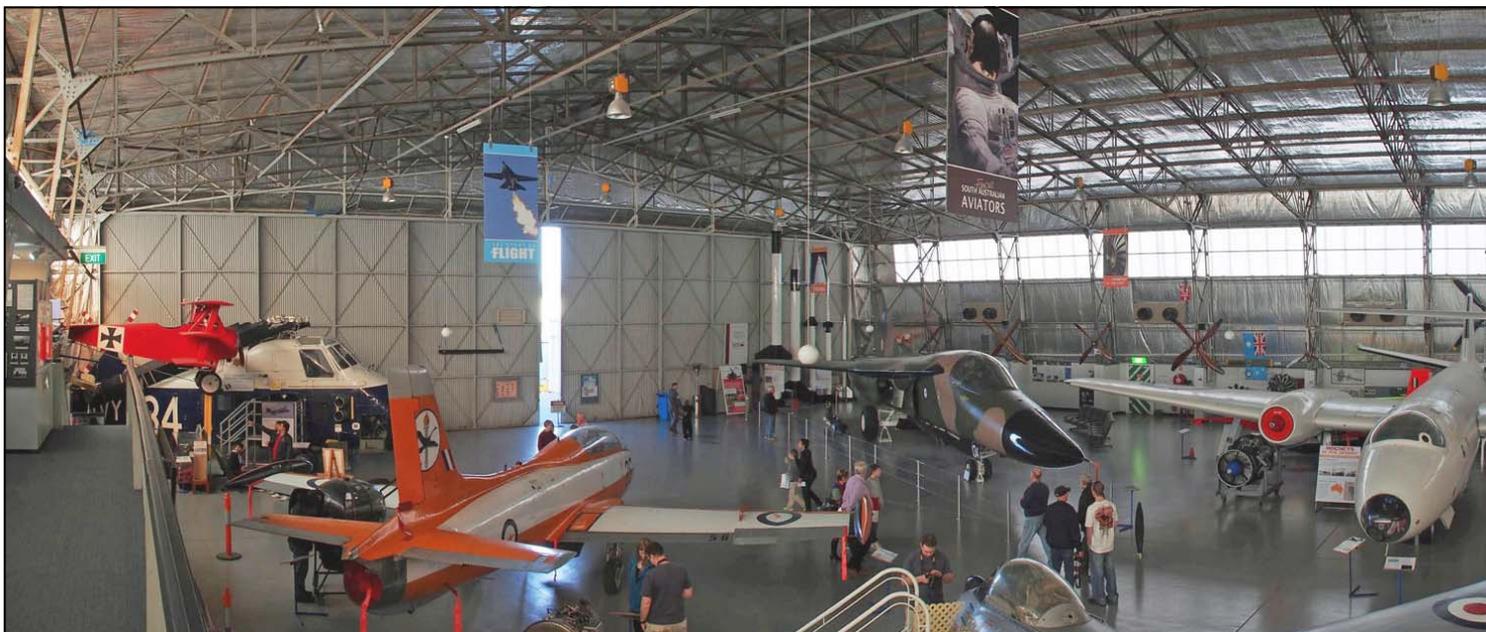


We gathered in the CCC car park and it was interesting that there were cars not normally seen, including Sunbeam Alpines, a Rapier and a Talbot which for a time all belonged to the Chrysler owned Rootes Group. After collecting run sheets we headed off at 11.30 for a short run to lunch.

The Port Adelaide Naval Association provided a lunch for

after purchasing “Sally” Sunbeam Alpine from one of their club’s members, we have enjoyed the company of these new friends and Chris has enjoyed learning about a different car.

Debbie and John Goddard have since joined the club having also bought a Sunbeam Alpine earlier this year; Chris wanted to bring the two clubs together and so the idea of combined run evolved.



PAST EVENTS

Sunbeam Owners Club Combined Run to Aviation Museum (ctd)

\$7.00 per head and the choice of pie floater or chicken and chips seemed to please everyone. The

keeping South Australia's Aviation history alive for the future generations.

The F1-11 was popular for photo opportunities as was the Spitfire MK5, Dakota C47, Fokker Friendship F27 and a Wessex helicopter.

The Museum also provided afternoon tea after our tour and this gave members more time to mingle.

Thanks Chris, and all who supported this run. I know Chris loves to put together outings so keep an eye out for future events.

*Cathy Woods.
Photos Richard Tapp*



bar was open and the club knows how to support them on a sunny but cool Sunday afternoon.

It takes a while to feed 80 people so by 1.00pm the first group drove the short distance to the Aviation Museum where there were ample knowledgeable volunteers on hand to show us around. Most of the technical information went over my head but I could admire the planes and the good job they are doing of



Brenton Gibb with a Museum Volunteer



PAST EVENTS

A Whale of a Time

A small group of Chrysler Restorers Club members, Trevor and Jeanette Bean, Mike and Mary Osborne and Molly (the dog), recently joined Ellen and myself for a trip across Eyre Peninsula. The trip planned by Trevor and Jeanette was to see the Southern Right Whales at the Head of the Bight at Nullabor.

We left home on Sunday 4th August with our first night's stay in Port Augusta. The Osbornes and Beans met up with us at the Shoreline Caravan Park at Port Augusta on Monday afternoon. After settling in it was time for our first happy hour together and an evening meal at the park.

Tuesday morning was an early start and with vans packed we headed off for our biggest day of travelling for the entire trip. We had a morning tea stop at Kimba, lunch at the Wudinna Bakery and arrived in Ceduna around 4.00pm, a distance of 460kms. Later at the Ceduna Hotel we had a well earned meal and returned to the vans for an early night.

Our destination for Wednesday was to be the Nullabor Roadhouse Caravan Park. Leaving Ceduna we were most interested in the changing landscape along the way, from lush farming crops, heavily covered scrub land and

then down to the treeless plains.

We back tracked 15kms from our camp at Nullabor that afternoon to view the whales. After an entry charge of only \$10 we had a short walk to the viewing platforms where we were given the best display and sighting of at least twenty to thirty whales. Many were within thirty or so metres from the shoreline, with others being sighted in the immediate vicinity. This was a photographer's dream with many chances of shots of the whales frolicking around with young in tow. A couple of hours soon passed and after being satisfied with what we had seen we returned to the park. Nullabor Park, as you can imagine, was very basic but had the necessary facilities.

Thursday morning we headed off to an overnight stay at Penong. A visit to a local museum and a drive to Cactus Surf Beach filled in the afternoon. We prepared a barbecue tea and enjoyed the company of a couple from Western Australia during the evening.

Following advice received from the Fruit Fly Quarantine Office, we ate all the fresh fruit and veg we could and left the rest at the caravan park. However, we were

waved on at the Quarantine stop and so we then had the opportunity to go shopping to replenish our supplies in Ceduna.

Our next stop was the lovely Streaky Bay Caravan Park. The men managed to view the stationary engine display in the main street.

The following day was spent sightseeing which included the amazing rock formation known as Murphy's Haystacks and on to Venus Bay and Port Kenny. Streaky Bay Caravan Park was a most picturesque spot and with a daily temperature in the low twenties was very enjoyable.

Our next day was the trip to Port Lincoln with a break for lunch at Elliston. Our overnight stay at Port Lincoln was an invitation to a private property approximately eight kilometers from the town. The contact with Mike and Dianne Hart was made at the Vintage and Classic Caravan event held at West Beach Caravan Park in February this year. They have a private airfield on fifty acres with their residence and hangars housing their 5 planes, classic car and vintage caravan.

We were made very welcome and were given the opportunity of a flight over Port Lincoln. Next



PAST EVENTS

A Whale of a Time (ctd)



Wednesday we decided to take in a bit of sightseeing around the Whyalla area. We drove to Point Lowly and Port Bonython and found beautiful Fitzgerald Bay which reminded Mike and Mary of Scotland with the overcast sky and light rain.

On our return we visited friends of Mike and Mary to look at a DKW car and a partly restored T model Ford, as well as a small collection of motor cycles. This led to an invitation to visit a small group of Whyalla Car Club members who take part in the Federation Rallies and a most enjoyable afternoon was spent together.

Thursday morning we left Whyalla with an arranged morning tea stop at Port Germein. This was a chance to say goodbye

morning the flight was arranged with Lyall, a local friend of the Harts to take us up in a 4 seater 1950's Cessna 170. The ladies decided they would prefer to stay firmly on the ground. Trevor, Mike and myself were given a forty minute flight over Port Lincoln and the surrounding area. It was a great way to see this part of the spectacular Lower Eyre Peninsula.

With our feet firmly back on the ground we said our thanks and goodbyes and headed off into Port Lincoln to give the wives some retail therapy. It was only a short drive to the Tumby Bay Caravan Park for our next overnight stop.

Next morning we set off for our next two nights stay at Whyalla. On our arrival we booked into the

Beachside Caravan Park in time for a short break and found a local hotel for an evening meal. This was to be our last night together as a group, as Trevor and Jeanette had to return home to Wallaroo next day as they had commitments.



to Mike, Mary and Molly and look back at our time together over the past few days. Mike and Mary headed off home to Ardrossan, and we called into Crystal Brook for a wander and lunch and arrived back in Adelaide around 4.30pm. A terrific few days away with great company. Thanks Trevor and Jeanette for your well planned trip.

Ellen and Bob Haywood

PAST EVENTS

St Kilda Tram Museum 2014 Calendar Photo Shoot

Sunday 18th August 2013

This year's calendar photo shoot was looking grim when the weather forecast was predicting rain. At our General Meeting Peter Braham confided to me, he was a little apprehensive, as I could well imagine when you put your hand up to be an organizer.

Sunday began with the weather overcast and dreary, but a burst of blue sky gave me hope for a good day. Deb and I planned to take both cars due to needing extra seating, as our home stay student Hilary was joining us.

By the time we left home in Torrensville the rain had started to fall. Deb soon realised the Alpine had some leaks unknown to us until then. It rained all the way to Gepps Cross, from then on it looked as though it had not rained at all.

We arrived at the Museum a little early, Bob Haywood, his son Matt along with Richard Tapp were there organising the photo shoot. We planned to be early as to give Hilary some time at the Adventure playground. Hilary tried to slip down the slides but they are badly worn

and require cardboard to slide on. We agreed to come back with Hilary's friends on another day.

On returning to the Museum the members were gathered, trying to stay warm while keeping out of the windy weather. Whilst chatting with Peter who was concerned that the poor weather may have kept people away, he was pleased with the turn out as only a small number had decided not to come. While the boys busily organized and took photos, the members had morning tea. Greg Newley was having car troubles and club members headed by Chris Howes were there in a shot to help Greg. Once the problem was diagnosed and sorted Greg decided to head home, not to chance stopping the Desoto. I'm told he got 15 minutes down the road before the problem resurfaced so he had to call for help. He ended up waiting 3 hours and arrived home at 3pm. Maybe a disaster award candidate???

A museum volunteer noticed Debbie had a Sunbeam and



PAST EVENTS

St Kilda Tram Museum 2014 Calendar Photo Shoot (ctd)

Electric Trolley Bus was a Sunbeam as well. So we parked the Alpine in front and took a photo. I looked all over the bus and could not find one reference to the bus manufacturer. I mentioned this later to the volunteer who replied that the triangular badge was stolen fairly recently. One wonders what value the thief saw in the badge.

Debbie, Hilary and I toured the museum noting the generational changes to the trams over the years. The labour and skill that went into manufacture was quite phenomenal, the older ones had beautiful leadlight. You could not produce one today with our current labour costs.

The calendar photos were completed by midday. It was time to get aboard the Drop Centre tram for our journey to the St Kilda Hotel for lunch. The upstairs function room was reserved for us; it had 180 degree views of the area. The two course lunch organized by Peter and Bob was pleasurable, equally enjoyed by the company as 3 hours passed before we

knew it.

The three of us were the only ones from the restaurant who caught the tram back to the museum. On the tram to pick us up were the Beytheins who had their children and grand children along for the days outing. Also as a co-incidence would have it, Lyn and Wayne Jackson from the Sunbeam Club another club we are a members of, were on the tram with their grandkids for an outing.

As we left towards Port Wakefield Road from the museum, Sandy and Alan Martin were experiencing trouble with their 1925 Dodge buckboard. A collection of club members had stopped to assist. We had an uneventful, nice and dry trip home. I am told the Martin's also didn't quite make it home. This could be another disaster award candidate who knows?

On behalf of all those who attended I would like to thank Peter Braham with assistance from Bob Haywood for the day's organisation. Thanks to Bob, Matt and Richard for the photos,

which incidentally were posted on the net before 24 hours had passed.

*Written by John Goddard,
edited by Debbie Goddard
Photos Matthew Haywood and
Richard Tapp*



The Tram Ride to the St Kilda Hotel



John and Debbie Goddard with Hilary



Coming events

Final 2013 National Rally Update

The Chrysler Restorers Club 13th National Rally is now only days away, and I expect entrants are in the process of finalising the polishing and checks on their cars in preparation for the trip to Warrnambool. All entrants will have received a final letter and map in early September outlining the first day registration details along with the locations of the accommodation venues. At the registration, full rally details and a rally pack will be provided to entrants.

From an organising perspective, we are pleased with the way the

rally has come together, although it has been a lot of work since the initial investigation commenced to find a suitable host town. Warrnambool, and the shipwreck coast, was chosen for its mix of history and natural beauty and has proven to be a popular venue with a near record entrant count. This is a rewarding response from an organising perspective, and along with the generosity of our sponsors, we believe we have the key ingredients to guarantee this will be a rally to remember. It will be a rally that will provide a week for everyone

to enjoy the company of friends, both old and new, all of whom share a common interest in Chrysler built vehicles. Along with an excellent selection of Chrysler built vehicles, it will be a most enjoyable week enabling entrants to leave Warrnambool with many happy memories.

If you have any last minute questions, refer to the Victoria Club website www.chryslerclubvic.org.au, email 2013natrally@chryslerclubvic.org.au or call Kevin Cook on 0407872340.

The following is a full list of the South Australian entrants

| | | |
|------------------------------------|-------------------------------|------------------------------|
| Allan Driver | Dennis and Kym Turley | Michael and Yvonne Bartsch |
| Allan and Sandy Martin | Donald and Sheila Feast | Mike and Mary Osborne |
| Allan Pike and Margaret Starke | Doug and Yvonne Sweetman | Neil and Joan Wormald |
| Ashley Farrow and Margaret Edwards | Douglas Ellis | Nick Hunt |
| Barry and Jules Just | Garry and Rhonda Williams | Noel and Rae Cowie |
| Barry Thomas | Geof and Cynthia Chase | Paul Ryan and Peter Waite |
| Bob and Ellen Haywood | Gil Purdie | Peter and Jan Braham |
| Bob and Pam Lemon | Graham Bailey & Jenette Black | Ralph Winston |
| Brenton and Sharon Gibb | Greg Janzow | Ray and Deidre Knight |
| Brett Newley | Greg and Anne Lind | Dick and Judy Hart |
| Brian and Sharan Kerton | Greg and Denice Newley | Rick Frith |
| Bruce Bragg & Carolyn Harris | John Churchill | Robert and Petrea Wilson |
| Bruce Lord | John and Debbie Goddard | Robin and Lyn Kavooris |
| Carmelo Isola | Ken and Carole Barnes | Ron and Jan Van Rhoda |
| Chris Howes and Cathy Woods | Kevin and Roxanne Frith | Terry Dunning |
| David and Shirley Crichton | Kevin and Barbara Williams | Trevor and Jeanette Bean |
| David and Julie May | Les and Kaye Johnson | Trevor and Lorraine Beythien |
| David and Melva Schumacher | Lindsay and Marlene Gibb | Trevor Kelley |
| | Malcolm and Elizabeth Curtis | Trevor and Lorraine Kramm |

Drive safely, and we will all meet in Warrnambool on 29 September,

13th National Rally Committee

MARKET PLACE

Club Clothing

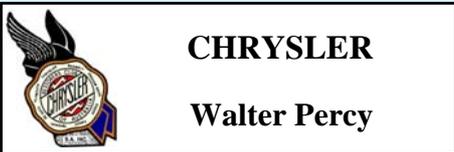
We have a large range right up to 5XL in some clothing. Check the list below or contact me by phone. If you see me at meetings I have the items in a book that you can inspect.

- Polo shirts (men's) Name extra \$7 S to 5XL \$35
- Polo shirts (lady's) Name extra \$7 8 to 26 \$35
- Vests (reversible) Up to 3XL \$60
- Jacket Shower Proof
Polar fleece lined Up to 3XL \$60
- Chambray Shirts
Men's Short Sleeve S to 5XL \$42
Men's Long Sleeve S to 3XL \$43
Lady's Long & 3/4 Sleeve 8 to 24 \$43
- Sew On Badges \$18
- Caps, Bucket Hats (Royal Blue/White) \$20



For all orders (payment on order) please see Peter Braham or phone 8344 3288

Club Name Badges



| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| 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 with your name and club emblem. You may see others wearing them at meetings. They are available in: | Plain with Pin Plain with dual pin and clip Plain with magnet Clear Glaze Acrylic with pin Clear Glaze Acrylic with dual pin and clip Clear Glaze Acrylic with magnet | \$7.00 \$8.00 \$9.00 \$9.00 \$10.00 \$11.00 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|

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

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| | |
|---------------------------------|------------|
| FULL NAME (print clearly)..... | Price..... |
| 2 nd badge name..... | Price..... |
| 3 rd badge name..... | Price..... |
| 4 th badge name..... | Price..... |
| 5 th badge name..... | Price..... |

Total \$.....

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NOTICE TO ADVERTISERS

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

FOR SALE

AP5-AP6 Valiant maintenance manual, very rough, no cover, \$10. Graham McRae 08 8295 2615.

1979 Blue CM SE Chrysler 318 V8, (see pics.) petrol and gas, 371,000 km, new block put in 5000 km ago, 3 months registration (exp 21 Sept). Stripped back to bare metal and restored 18 years ago, rarely driven since. \$7,500 price negotiable. Adrian 0417 883 024

Chrysler parts for various models too many to list including; Chrysler by Chrysler parts. CL and CM parts, VH and VJ parts, RT Charger parts, D5N-AT4 parts, Charger body shell. Details www.moparmarket.com/classifieds_view.php?classifiedad=40014

WANTED

Stromberg U-Z carburettor, 5.50x18 tyres, radiator cap, to suit 1930

Chrysler 66. Garry 0429 607 193.

Fuel tank in good condition, suit VF-VG 2 door coupe or 4 door if same. Pay cash. Ron 0412 064 661

ROH wheel 15"x7" 6 stud, suit Nissan Patrol or Ford Maverick. Malcolm 08 8278 6813

Vintage/Retro orange Tupperware container, (see pic.) good condition, fan type press seal lid. 20cm diam. 9cm high. Noel Cowie.

Sydney member of CRC Simon Aurisch seeks registrations of interest from selective members who have 1934 Chrysler CA/CB Models, that would be interested to secure a remanufactured/"re-cast" exhaust manifold. The exhaust manifold casting number is 623371-1 and is located on the underside of the casting, see attached photo. This manifold suits CA/CB engines 3 3/8" bore and cylinder head/block length 24 1/2" in length, possibly others. Note - does not suit '34 Dodge/Plymouth. Exhaust manifold is 24" in overall length. Please Call for other details ASAP. Recasting costs are currently being investigated. Ph 0418 401 023 email - spka1960@gmail.com.



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