



**THE
CHRYSLER
COLLECTOR**

Number 213

Jul/Aug 2014

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 0439 682 011
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 0439 682 011
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	0498 485 934
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 29 August 2014. Corrections/amendments until Sunday 31 August 2014. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 2 Rosemary Street, Woodville West SA 5011 or brought to club meetings. E-mailed digital photos should preferably be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction. **Website:** The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

Second Wednesday of each month except January

CLUB RUNS / EVENTS

Sunday 13th July 2014

Rediscover Historic Port Adelaide Heritage Precinct. More information;

Brenton Gibb
8263 2908.

Sunday 24th August 2014

2015 Calendar photo shoot Seppeltsfield. More information

Bob Haywood
8268 3508.

September 2014

No official club run planned, plenty of Motorfest runs available for those wishing to participate.

Sunday 19th October 2014

Pub lunch. More information

Peter Braham
8344 3288.

INVITATION/OTHER CLUB'S EVENTS

9th and 10th August 2014

The Northern Automotive Restoration Club SA Inc. 40th birthday celebrations. On the Saturday drive to Crystal Brook Agricultural show where vehicles

will put on a display, participate in the grand parade around the oval and return to Clare for an evening meal at the Clare Golf Club. Sunday morning local activities are planned followed by lunch. Entry forms available;

Brenton Gibb

30th and 31st August 2014

14th Upper South East Four Clubs Tour hosted by Bordertown Vehicle Restorers Club Inc. Entry forms available;

Brenton Gibb

13th and 14th September 2014

The Pt Augusta Vehicle Restorers Club Inc. 2014 Rally. Run departs Pt Augusta through to Hawker with lunch at Rawnsley Park Wool Shed Restaurant. Continue on through to Blinman for an evening meal at the Blinman Hotel with overnight accommodation at Angorichina Village. Entry forms available;

Brenton Gibb.

Monday 22nd September to Friday 3rd October 2014

Bay to Birdwood Motorfest events. See Bay to Birdwood web site for details.

Sunday 28th September 2014

Bay to Birdwood for all non modified vehicles built up till 31st December 1955.

4th and 5th October 2014

Vintage Engine and Tractor Show Murray Bridge Show Grounds, gates open 10am.

Sunday 19th October 2014

Roseworthy Agricultural Museum Heritage Machinery Day.

Thursday 19th March 2015

The R and S series Valiant Car Club 6th National Rally held on the central coast of NSW. A lead up run along the river taking in Chryslers on the Murray on to Bathurst for a lap around the circuit is planned . More information and entry forms;

Brenton Gibb.

SWAP MEETS

Sunday 27th July 2014

Globe Derby Trotting Track.

Sunday 17th August

Willunga

Sunday 14th September 2014

Gawler

Sunday 19th October 2014

Strathalbyn

Entry Forms etc

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



Cover Photo

Nick Hunt's 1925 Dodge 4 buckboard. Photographed at Kalangadoo. *Photo: Nick Hunt.*

COMING EVENTS

Historic Port Adelaide

Sunday 13th July 2014

With the likelihood of inclement weather a short run to historic Port Adelaide is planned for our July outing. Meet at the Triple C clubrooms 9.30am for 10.00am departure. Call in for a morning tea break at Ellen and Bob Haywood's on the way to the Port. Please bring along your chairs. On arriving at Port Adelaide explore

the many attractions around the wharf area including the Fisherman's Markets, the One and All sailing ship, local historic shops and buildings, Maritime Museum, check out the clipper ship The City of Adelaide at dock one, take a cruise around the harbour looking for the dolphins, take in live entertainment in one of the many pubs in the area. There are plenty of eating options

for lunch as well, local cafe's, Pancakes at the Port, local hotels, you choose the option that suits you best. Hope to see you there. If you haven't already added your name to the morning tea list passed around at the last meeting please notify me if you intend to join this run, for morning tea catering.

Brenton Gibb

Calendar Shoot for 2015 Calendar

Sunday 24th August 2014

Meet at the northern side of the Caltex service station on the Port Wakefield Road Bolivar 10.00am for a 10.30am departure. From

here we will have a leisurely run up the Northern Expressway to Seppeltsfield Winery for photo's to be taken and lunch in the grounds. BYO chairs and lunch. This will be an opportunity for

country members to come along and have their vehicle photographed and be a part of the club's calendar.

Bob Haywood

Bay to Birdwood Motorfest 2014

Motorfest events are not limited to pre 1955 vehicles, all age vehicles are most welcome to attend any of the outings. Below is a brief list of some of the events planned.

Ride the new electric trains from the City to Seaford, take a run

down to Victor Harbor, tour of the new Adelaide Oval complex, Uncle Arthur's film night at the Capri Cinema, run to the Slate Museum and old Court House at Willunga. Plus many more. For more information on these and

more Motorfest events go to the Bay to Birdwood web site: www.baytobirdwood.com.au or see me at our meeting.

Brenton Gibb

Melbourne Express in 1915 Passing Near Sleeps Hill Tunnel



Photo; Richard Tapp

FROM THE COMMITTEE

President's Message



Welcome to the July August 2014 issue of the Chrysler Collector.

It has been another couple of big months for the Chrysler Restorers Club. Brenton Gibb's May run to the tunnels at Panorama was a great success. The uniqueness of the destination and some decent weather seemed to bring members out of the woodwork.

In May Trevor Beythien organised a midweek event, a tour of the Delway Brass factory. A common observation seems to be that there is now a better understanding of why getting something chrome or nickel plated is an expensive proposition. It is also worth noting that there are many members who are able to attend midweek events, and if something interesting like this visit can only be done "midweek", then it is better that some members have the opportunity than for all to miss

out. So where next?

Ann and Greg Lind organised the combined Presentation Dinner and Pub Lunch, which were combined this year, because the former is logically held at the end of our year (which is now in June) and the annual Pub Lunch has traditionally been held in June. Once again the St Kilda Hotel proved to be an excellent venue, with good facilities and food. You voted Brenton Gibb winner of the Ron McNair Memorial trophy, Bob Haywood won the President's trophy, Ken Barnes received the Alan Touhl award and Geoff Chase joined the ranks of the illustrious winners of the Disaster Award.

Graham McRae and a team successfully ran the Registration Day in June. Things ran smoothly, although we had a bit of a scare early on when the Government's EzyReg web site was "down". Fortunately that was back on-line by the scheduled starting time.

The July run is to historic Port Adelaide. If you didn't put your name on the morning tea list at the June meeting, get in touch with Bob and Ellen so they have

an idea of how many are "dropping in".

The August run is to Seppeltsfield, a photo-shoot for the 2015 Calendar. So get out the "other" car that you use less often and take advantage of this opportunity to have everyone looking at your car for one whole month next year.

More details about these and many other events can be found elsewhere in the magazine.

Of course 9th July is the Annual General Meeting. This magazine will be distributed on that same date, so there is little point in "banging the drum" in this report about standing for the Committee. However on your behalf I can thank the committee that has served you so well for the last 18 months.

See you at some of our events!

Richard Tapp



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Peter Braham, Richard Tapp, Alan Driver, Graham McRae, Mark Holt, Lorraine Beythien, Ellen Haywood, Michael Bartsch, Noel and Rae Cowie, Nick Hunt and Jenette Black.

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

Bob Haywood

WEBSITE STATISTICS

	May 14	Jun 14	Jun13
Visits	501	463	421
Pages	2208	3050	6604
Average visit duration	2:25	2:55	4:24

Statistics include photos but exclude videos.

CLUB NOTES

Federation Meeting Report



Saturday 21st June 2014

General

Two clubs have applied for membership of the Federation (The Ferrari Club, and Peterborough United Machinery Preservation Society). These will be voted on at the next meeting.

To date three clubs have applied for a grant from the Federation to support special functions.

The Federation Tour for 2015 is an "Outback Odyssey". It was launched on Jun 20th and there are already 50 registrations of interest. It runs from 27th April 2015 to 9th May 2015 and accommodation is at a premium (peak season) so get organised if you wish to enter.

A Rotary club is seeking expressions of interest for a major charity event at a prestige location, with clubs paying a fee to participate (about \$100).

Specific details will be forwarded to clubs when more is known.

Historic Registration

Only some owners have responded to DPTI's request for information from owners who have the "1900" problem, or manufacturer described as "Other". If you have one of these vehicles please reply promptly. DPTI advises that if the owner of a historically registered vehicle is an incorporated body, it is the clubs responsibility to check the identity of that organization before issuing an MR334. DPTI reminds owners that if a historically registered vehicle carries any advertising then that advertising must be of the period, ie no modern phone numbers, addresses must be of the period and no website addresses.

DPTI advises that when a Historically Registered Heavy Vehicle changes ownership and it does not have the modern HV number plates, the old plates will be cancelled and new plates issued. Drivers of HV plated vehicles must carry a driver log

book as well as their club vehicle log book. The Federation is asking all clubs with computer access to convert to electronic lodgment of returns, it is quicker to process electronic returns and our data base is behind schedule.

Coming Events

National Motoring Day 1st September 2014

Bay to Birdwood:

The Federation has pamphlets showing the new route. Motorfest commences 21st Sept till Oct 5th 2014.

2014 Bay to Birdwood run is on Sunday Sept 28th.

Federation Tour 2015 is an Outback Odyssey, as mentioned earlier in this report.

Alan Driver



Registration Day 2014

Sunday 15th June 2014.

The Club's registration day was held under the new Code of Practise arrangement time, prior to the June 30th dead line.

A willing band of helpers took part in the official capacity of issuing membership renewals and updating records for the upcoming year. The first time in

this position for many, but the process went off without any problems.

Garry and Rhonda Williams with the assistance of Keilan Fletcher kept the sausage sizzle lunch up to the visiting members during the day. Quite a few used the visit to the club rooms for a chat and a social day out.

Carole Barnes, Marlene Gibb and Rhonda Williams took care of the office helpers with coffee and snacks.

Overall a successful day and many thanks to all who took part in helping to get us through another Registration Day.

CLUB NOTES

Historic Vehicle Registration

As you may be aware I have taken over the Historic Vehicle Club Registrar position from Chris Howes and would like to bring to the attention of those with historic vehicles, some changes.

The Federation (who administer the scheme on behalf of the DTPI) require that when a vehicle is re registered then the logbook must be updated by the authorised person AND the new rego papers stamped. What this means is that when your vehicle is re registered it is your responsibility to get the new rego period entered into the logbook and onto the new rego certificate and stamped. This can be done at any meeting or alternately by posting the new

rego certificate and logbook to me with a stamped addressed envelope. If I am at a run I will have the necessaries with me so it can be done there as well.

Also a reminder that if a vehicle is taken off the historic scheme for ANY reason the logbook must be returned for cancellation by the club along with a stamped self addressed envelope so it can be returned. As we know Australia Post is under scrutiny and as a result have increased their postal charges so the minimum cost for 1 logbook to be posted is 70 cents but for 2 such as when a replacement and a cancelled one are sent it is now \$1.40

We had a successful Registration

Day on Sunday 15th of June and while the weather started out poorly it improved as the day went along so thanks to all those who helped and those who kept everyone well fed from the barbecue.

Finally if you have any problems regarding the historic registration system do not hesitate to contact me on the mobile phone number in the magazine or send an email to the address in the website contacts list, I may not have an instant answer but can chase it up through the Code of Practice or the Federation.

Graham McRae

Press Release - 16th May 2014

Cowra in NSW is the destination of choice for the 14th National Chrysler Rally from the last week of September to the first week of October 2016, with up to 170 classic and vintage Chrysler cars and 350 visitors expected to come to the town as part of the Rally.

This large-scale event rotates between NSW, Victoria and South Australia every three years, most recently being hosted by Warrnambool in Victoria where the decision to hold the 2016 event in Cowra was announced.

Rally Director, Brian Kelleher visited several sites in Central West NSW before settling on Cowra as the Club's preferred location.

"I have spent some time and done a lot of travelling over the last few months thoroughly evaluating a number of sites for our rally so I'm pleased that Cowra has come up to our expectations in every

respect," Mr. Kelleher said.

The Rally organising Committee acknowledges the ready support of Cowra Council and the outstanding assistance of the Cowra Tourism Corporation in the preparation of this event. The Rally could not take place without this form of backing so we are confident of staging a very successful event in Cowra.

Rally participants and Club Members will visit local attractions and take part in organised social functions, such as a day trip to Canowindra during the event. An open public display of vehicles will be held on the Saturday of the Rally followed by the concluding presentation dinner on the Saturday evening. All are welcome to attend the display day.

It is estimated that the Rally will inject more than \$300,000 into the local economy and help to further enhance Cowra as a location for

major events.

The Cowra Tourism Corporation is delighted that Cowra was the final selection for the Chrysler Rally.

"This is a huge honor for Cowra and a wonderful opportunity for the town, accommodation providers, attractions and businesses. We are working with the organising Committee to have everything prepared for 2016 and expect that Cowra will join us in extending a very warm welcome to the Chrysler Restorers Club when they roll into town and spend the week with us", said Cowra Tourism Event Manager, Annabel Gay.

For further information please contact the Rally Director;

Brian Kelleher 0418 116 419
or email

rally@chryslerclub.org.au

MEMBERS CARS

1940's Dodge Power Wagon Restoration

It all started with a picture of a 40's Dodge Power wagon ute in a magazine and thought one of these will make a good project. A 4WD Dodge; the perfect truck to go bush in. I soon found out that they are a rare vehicle in Australia, "Bugger"! I mentioned this dilemma to a mate of mine, Don, and he knew where there was a military version of said vehicle for sale.

A few weeks later some picture's arrived by email, but the truck was in Cooma, NSW.

After a year or so of "umming" and "aarring" Don informed me the owner was moving house, you had better get the Dodge ASAP. After finding a car trailer big enough to tow the ugly beast home off I went with my Dad, as

co-driver and 2 days later it was home. I later found out the Dodge came from Birdwood in South Australia before it went to NSW. Fantastic, Birdwood is 10 mins from my home.

I stripped the truck down to the chassis. Anything that needed replacing got a birthday, anything not broken stayed where it was.

Most of the body work is currently completed and fitted on the chassis. I am now up to the big hurdles, the engine rebuild and radiator, so the project is currently at a slow idle. .

I would like to thank my good mate's, Don Vallis (who has since passed away) and his partner Carol-Anne, for some super assistance with some part

supply problems and just all around good fun etc; my good lady Naomi for still tolerating the project and I'm not sure how much longer this will go on for, we have a half renovated house that she thinks is more important.

Finally Naomi would like to thank Carol-Anne and the late Don, if it wasn't for them I would never have the bloody thing in the first place It would still just be a picture in that magazine.

I am hoping to have the vehicle running by next Anzac day as I have been asked if it can be used at an Anzac Day march. (Might need a couple of horses on standby)

Mark Holt



PAST EVENTS

Wine Storage Tunnel Visit Panorama

Sunday 18th May 2014

If you were a child during the 40's, 50's and 60's, your parents probably told you about the steam trains which came through the Adelaide Hills. Then when you were growing up you probably tried to explore them on Saturday when children used to roam Adelaide and outer suburbs on their bikes if they were lucky enough to own one. If you got caught being that far from home you were in trouble but if you didn't, the Adelaide Hills held lots of good places to explore. One of them was the train tunnels at Panorama.

They were built in the late 1800's to bring produce to the Adelaide markets as well as a line from Melbourne. The trains which used them were similar to the Goolwa cockle train. After the tunnels were decommissioned in the 1920's they were used to grow mushrooms for 60 years. These days the tunnels are privately owned and one is used for storing wine. This one is 170 metres long so there is a lot of wine stored. We walked the full length and saw where the current line winds its way through the hills.

After returning to the entrance we drove a short distance to the

other tunnel which is not used at the moment but is sealed off to prevent vandalism. During a recent break in, the entire electrical wiring was stripped from it. This tunnel is 360 metres and has a bend near the end and most of us walked through to the end and returned to have lunch at the entrance.

The weather was perfect and the children who came along had fun with the owners two small dogs. Several members thought the unused tunnel would make a good garage for restoring cars. Thanks to Brenton and Sharon for organising the day and to Noel Cowie for coming up with the idea.

Lorraine Beythien

A very unique and interesting run to the Tunnels at Panorama attracted a better than usual number of members. This run, organized by Brenton and Sharon Gibb, was set among the beautiful landscape of the Adelaide foothills at Panorama with a spectacular view of the City, suburbs and coastline.

Dave Munro owner of the tunnels welcomed us to his unique property and gave us a short talk on the history dating back to the late 1800's. The task

constructing these tunnels, excavated through a hillside of rock, with walls and arched roof of a thickness of eight bricks, is hard to comprehend.



The tunnels were built in 1880. were the first ever tunnels built in South Australia opened up the line between Adelaide and Melbourne. The tunnels were decommissioned in 1920 when a new tunnel was built to eliminate the problem of sharp bends, single line and an inadequate viaduct. During the second world war the tunnels were used



PAST EVENTS

Wine Storage Tunnel Visit Panorama (ctd)



to store government documents and artworks and prior to Dave's arrival it had been used as a mushroom farm due to its naturally cool climate. A constant temperature of 17 degrees certainly suits its use now as wine storage. In 2003 they reached an agreement with the government to lease the

tunnels and thus The Tunnels Wine Storage was born.

Members were taken on a guided tour of the wine storage tunnel of some 170 meters in length. The current rail line could be seen from the exit of this tunnel. We were then taken on a short drive to the second and larger tunnel,

this one being about double the length of the other.

This was also the chosen area for lunch, with some finding a spot at the tunnel entrance and the majority staying outside to enjoy the sunshine. A walk into the tunnel was an option which many took and were fascinated by the construction and condition of this 140 year old structure.

Brenton and President Richard Tapp conveyed our thanks to Dave for allowing us the chance to visit this relatively unknown part of our railway history. Thanks Sharon and Brenton for a great run

*Bob Haywood
Photos: Dave Munro and
Richard Tapp*



OUR MOTORING HERITAGE

Brief History of Harry Ding's Leyland Badger

I hope this is of interest as it supplies a bit of background to the Badger which has been restored and is in the Birdwood Motor Museum. The story is from recollections by my father Archie McRae who did the conversion back in the 30's. The first part was inspired by the article on the Reverend John Flynn's Dodge buckboard in the last magazine

In about 1926-27 my father drove the mail for Sam Irvine who held the mail contracts from Oodnadatta and around Stuart (later renamed Alice Springs) out to Harts Range and Arltunga and other places. While there he became acquainted with John Flynn and Alf Traeger and repaired their Dodge buckboard as they kept screwing off rear axles. Pulleys mounted on the rear wheels drove the generator for the radio but they were also used to pull the buckboard out of sand and the axles wouldn't stand up to it if one wheel hit solid ground first. (The pulleys can be seen in pictures of the buckboard replica in the last issue of the magazine).

While taking the mail out to Arltunga he had the rear wheel of the Reo truck collapse and while wondering what to do John and Alf turned up. Alf set up the transmitter and sent a message to Cloncurry (which was the original base station) who then telegraphed Alice Springs so that parts could be sent out. Dad always admired John and Alf and reckoned that what they achieved for all the people in the bush deserved knighthoods.

After the railway was put through the area, the mail of course went by train so he moved back to the north east at Erudina Station, north of Yunta. Crawford's the

owners of Erudina Station had 2 Thorneycroft six wheel trucks with four wheel drive. He was very impressed with them as they were the only trucks at that time with twin drive which helped to get across poor ground. A running joke that was made of them was as soon as the sun came up they boiled their head off.

Others were later used in 1929-30 as part of the expedition to find the fabled Lasseter's Reef. The ones at Erudina had been bought from a timber feller in Victoria and they were used to scrape out dams.

While there, Dad married and then moved to Yunta as Harry Ding's workshop man in his garage. Both of my brothers were born at Yunta and started school there.

Harry had contracts for mail runs throughout the north east and into NSW and Qld with a mixed fleet of trucks. Harry was one of, if not the first to install radio sets on trucks with a base station at Yunta. This was a real help if any of the trucks broke down as it could be a very long time before it was realised that there was problems in such remote country where there was very little traffic.

A Leyland Badger truck was bought for the mail runs, the first diesel truck used and it solved the problems with overheating. It had plenty of power but still only single drive, so had problems getting over the sand hills on the way to Birdsville. It was then suggested that they acquire a Thorneycroft from Erudina and mate the Leyland Badger with the back end of the Thorneycroft making a twin drive unit. This was done and was very successful as it now had 4 wheel drive and very sophisticated rear suspension.

The only problem they had initially was that the brakes on the 2 trucks were totally different systems and they could not get them to work together, so it went for many years with only one set of brakes working. Given the area it was operating in and the speeds involved this was not a problem. The back end was worm drive and as soon as power was taken off the rear axles slowed down rapidly. The Badger was then used by all of the drivers for Harry Ding including Tom Kruse. Eventually it was given 4 wheel brakes and it was able to be used on all roads.

After Harry Ding moved out of the northeast Tom Kruse bought some of the runs from Harry and Tom settled in Marree. On one occasion in the early 50's Tom drove the Badger to Adelaide, I can remember him at our house on South Road at Hilton and dad working on the engine. He always reckoned Tom was a bit of a larrikin but a good bloke to have with you in the bush as nothing worried or beat him. He remembers him heating a tin of baked beans in the fire but never put a hole in the tin and of course it exploded and showered the camp with beans and sauce. According to my mother, Tom was a really wonderful ballroom dancer and very popular at the dances – not something you would expect in that country. In the film that was made of the Birdsville run in the 50's, when Tom was using ex army Blitz trucks there is a short segment showing him dancing with a dressmakers dummy at one of the camps on the way north.

Graham McRae

PAST EVENTS

Midweek Visit to Delway Brass

Thursday 22nd May 2014.

A group of 15 members were part of a tour through Delway Brass Factory at Edwardstown. Delway have been chrome plating for around 30 years and many of our members have had pieces of their vehicles restored by them. (They advertise in this magazine)

Trevor met Lisa and Karl, the owners, at the All American Day and they invited the club to tour the chrome, brass, silver and gold plating factory.

The tour started with Lisa taking us to the showroom which has displays of chrome plated brass and gold bathroom fittings. This was the start of her father's factory some 30 years ago. Some customers who bought brass fittings when colours were in vogue, have returned to have them

they have developed for the polishing process. We also saw their powder coating section and large furnace. They also make many different types of stainless steel products like gates, fences and balustrades.

Karl took us on the next part of the tour through the polishing and finishing section. (Noel Cowie was interested in his car parts

which were waiting in the line for this)

He then took us to the part of the factory where the plating is completed.

All parts of the factory are very neat and tidy, they even recycle their water which is purified to the highest standard.

After the tour they offered cool

Bob Haywood, Geoff and Cynthia Chase, Trevor and Lorraine Beythien and Lindsay Gibb



drinks and gave us a chance to win a sample of their products.

Vince Isola was the happy winner.

Trevor thanked Lisa and Karl for the tour and 13 hungry members vacated to the Watermark Hotel at Glenelg for lunch. Thanks to all at Delway Brass for their very friendly tour.

Lorraine Beythien

Photos: Ellen Haywood

Margaret Stark and Allan Pike



changed to chrome or gold. Brass never rusts and can be repolished or plated. All their fittings are hand manufactured.

Most of us could not believe the amount of processing each piece had to go through before the plating can start and also after the copper dipping and the many final coats which is needed to finish the piece.

Lisa also showed us the machines

Garry Williams, Vince Isola and Geoff Glyn-Roe



PAST EVENTS

Combined Presentation and Pub Lunch

Sunday 1st June 2014

The venue chosen for this year's event was the St Kilda Hotel. We have had the opportunity to visit this hotel on previous runs and found the quality of food and service to be great and the view over the Gulf relaxing.

The reason for this combined event was for the Presentation Dinner to fall in line with the new membership year as required by DTPI and our Pub Lunch which is normally held this same weekend.

The day began with two groups meeting up at either Bunnings at Parafield for the northern



Brenton Gibb with Judy McNair



Bob Haywood and Richard Tapp



Ken Barnes and Richard Tapp



Geoff Chase and Richard Tapp



PAST EVENTS

Combined Presentation and Pub Lunch (ctd)

members or CCC rooms for the southern members. The remainder made their own way there with everyone arrived and seated by 11.30am.

The lunch which consisted of two courses was served promptly and thoroughly enjoyed. This was followed by a generous helping of chocolates, tea and coffee.

Raffle draws were held throughout the afternoon with some great prizes won, which were kindly donated by many members.

The official part of the day got underway with President Richard Tapp welcoming everyone and thanking them for their attendance and introduced Judy McNair to present the award for Club Member of the Year. Chris Howes spoke briefly on the origin of this award.

This award was then presented to Brenton Gibb for his continued work as Run Coordinator as well as the work he put into the All Chrysler Day in partnership with the Chrysler Club of SA. Brenton and Sharon involve themselves in various club events as well as the Christmas Picnic. This award, chosen by the membership was very well deserved.

The President's Award was presented to myself for the effort put in to produce, package and distribute the club magazine to the standard that had been set over the past years by previous editors. Thanks must go to Richard for his patience and tutoring over the past couple of years in giving me the expertise to continue with this quality magazine.

Ken Barnes was the recipient of the Allan Touhl award. Ken puts

in a lot of work behind the scene at the club rooms as well as being our club's representative on the CCC committee. Ken is also a very keen member as a past President and along with his wife Carole attends most meetings and day runs.

The lucky winners of the Annual Disaster Award were Geoff and Cynthia Chase. There were a number of members in the running for this award but Geoff come through with three attempts to get to Broken Hill for this year's Bushman Rally. After on going fuel pump problems, RAA tows and after the decision to take another car in the vey early hours of the day they finally arrived in Broken Hill without missing any of the weekend's events.

*Bob Haywood
Photos Richard Tapp
and Michael Bartsch*



PAST EVENTS

PADARC 15th Biennial Rally 2014

Thursday 5th to Monday 9th June 2014.

Our decision to enter the PADARC rally at the last minute proved to be a good one as it turned out to be one of the most enjoyable events that we have attended. The weather was fantastic and the company exceptional.

Thursday we left home at 9.00am with the Chrysler Royal towing our vintage van, and after a trouble free run arrived in Port Pirie Caravan Park around 2.00pm.

After setting up the van we attacked the "op" shops and were lucky enough to find some small treasures. Bob and Ellen Haywood arrived not long after us and were already set up on our return to the Park. We settled down for an early happy hour until the cold drove us indoors. On Friday we wandered around Pirie and kept running into Bob and Ellen at the different "op" shops.

Gary and Rhonda Williams, Trevor and Lorraine Beythien arrived during the early afternoon and gathered later for the traditional happy hour.

An arranged gathering of

combined CRC and Murray Bridge members met at around 6.00pm at the converted chapel in the town, now the dining venue of Barnacle Bills, for a most enjoyable feed of fish and chips. The other CRC members included Lindsay and Marlene Gibb, Bruce Bragg, Carolyn Harris, Geoff and Cynthia Chase, Donald and Sheila Feast, and Allan Pike and Margaret Stark. It wasn't long before we soon had the place hopping. There were approx 28 of us from the both clubs all of whom were entrants in the PADARC Rally. It was a great night.

Saturday was Registration and Display Day at the PADARC clubrooms and oval. After we had collected our rally packs and had morning tea we viewed the great display of cars. A light lunch was available at the club rooms.

After lunch it was the chance to view the display of around 100 cars again and cast our votes on the best vehicles in their respective classes of year.

At about 2.00pm it was announced that there would be a Rocker Cover Race event held on the tennis court behind the clubrooms, so accordingly we all

gathered to see this little known event. A Rocker Racer is made from any type of rocker cover and has 4 wheels, it is raced down a ramp built to exact dimensions and the first one to reach the bottom is the winner. It was a lot of fun with some amazing innovations used to create some outstanding results. A great time was had by all.

That evening we attended a dinner dance at the Port Football Club rooms. It was a dress up night with the theme being anything starting with the letter "B". A lot of members took the opportunity to dress up and some of our members also got into the spirit of the night. Bruce and Carolyn dressed as Buccaneers complete with a treasure chest of chocolate goodies which they shared with our table. Lindsay was one of the Blues Brothers, and Geoff chose to be Little Boy Blue, Trevor was a bee keeper with Lorraine as the Queen bee, Bruce the Buccaneer won best dressed male. A great meal along with many give-away prizes during the night made a good fun evening.

Sunday, what a great day!! Up at 7.00am for an 8.30am departure from the Centro Centre car park,



Our Group at Barnacle Bill's



Les and Noel Cowie at the Rocker Cover Race

PAST EVENTS

PADARC 15th Biennial Rally 2014 (ctd)



Rae and Noel Cowie



Garry Willams and Sue Chappel



which didn't get going until 9.30am. Would you believe we got lost "twice". Once on the way to the meeting place and then on the run. It doesn't pay to "follow that car in front" We were not the only ones, several went one way and there were also a small number that found themselves lost in another direction. Luckily a search party came to our rescue, and we all found our way to the Gladstone Oval. This was the chosen venue for lunch and a display of the vehicles. Lunch consisted of a well prepared serving of hot soup followed by a fresh roll pack. A Motorkhana was staged

on the oval in the afternoon which created some interest.

That evening we attended the Presentation Dinner at the Port Pirie Festival Centre. We were invited to dress up in the period of our cars, which Rae and I decided to do and enjoyed the atmosphere.

Our club was well represented in the winners' circle with Geoff and Cynthia Chase winning the Best Commercial with their AP3 Wayfarer ute, Noel and Rae Cowie Best Vehicle 1951-60 with their AP2 Chrysler Royal, Gary and Rhonda Williams Best Vehicle 1971-80 with their 1971

Holden Monaro. We were just so surprised as this was the first time we had ever won a trophy in our category. It topped off a great weekend.

Monday, up again at 7.00am to pack up ready to go to the clubrooms for breakfast and final farewells, and then we were on the road for home. This was our first PADARC and it was great. Can't wait for the next one.

Great event, great cars, great company.

*Noel and Rae Cowie
Photos; Ellen and Bob Haywood*

MEMBERS CARS

"Dudley" the 1925 Dodge buckboard

Four years ago I decided I had reached the stage of life (mid-life crisis!!) where a little extravagance was warranted, and after much deliberation, purchased "Doreen", the 1929 DeSoto tourer, (which it turns out has had many previous owners including Chrysler Collector editor, Bob Haywood!) This proved a lot more rewarding than I could ever imagine, making new friends and enjoying the drives around the district and actually participating in the Bay to Birdwood rather than dreaming about it.

However, being a 4th generation farmer on this South Eastern property, having a tidy and shiny tourer still left something missing eg. the old rusty buckboard with a dog on the back to authenticate the true farming image. The one (photographed) that my Grandfather bought new in 1923 has long gone, so with the internet to help, my searching of garages nation-wide was a fun way to start the day.

When an "original" and close to complete Dodge appeared, needless to say I was out the door hooking up a car trailer to venture across to Ballarat. This Dodge had been built in Detroit on July 11th, 1925 (making it a '26 model) when they were making 830 a day.

It was assembled as a tourer at the Adelaide Holden factory and sold new to the Preston family, farming near Elmhurst, Victoria. They kept it as a family car for a decade or two, then cut the back off as was done in those days, to make a farm tray top utility. They last registered the Dodge in 1964, and after some farm use, it was parked in the shed.

The second owner from 1985 was Des Pyke from Ballarat, who tried to tow start the old ute around the yard for half an hour in 2nd gear, giving up in disgust when it wouldn't fire. He went inside to read the owners manual, and discovered the 2nd he had it in was actually reverse, a unique anti theft attempt by Dodge! So next day, into the real 2nd, and away she went. Des took the car home and began the restoration. Stripped it to the chassis and painted; in the meantime collecting parts for the few that were missing or worn out. These were stored in an old wardrobe on the back, where the wooden tray had rotted away. Des unfortunately passed away before getting too far with his project. (I'm pleased he hadn't spoilt it with too much paint....!)

It was stored under a tarp for the next 10 or so years until Des' son realised he wasn't going to get the

time to continue dad's project, and advertised it for a bit over \$4k. That's where myself, the 3rd owner took over, and it was on it's way back to S.A. in April 2013. You soon realise how much you don't know when you bring a trailer load of old car home, but I was very fortunate to have a good friend Tony, a retired mechanic. So much of the old Dodge reminded him of his apprentice days that it became a fun project to pull apart, clean up or replace and put back together. When Tony wasn't available to guide me on mechanical side, I scrounged through the back of the shed and found a pile of baltic pine flooring. This was very much the period for an authentic looking buckboard tray, which took shape over last winter. The frame of the tray has another Chrysler connection. My uncle who used to work on the Chrysler assembly line, noticed that Centura and Galant motors were coming here in crates made from a strong and light Asian timber. Don't ask me how they got here, but it's pleasing to keep that Chrysler connection going!

My association with De Soto owners quickly had added interest as most of them also had a Dodge and when the problem of finding a part cropped up, it was quickly

Grandfather's 1923 Dodge



"Dudley" Arrives Home



MEMBERS CARS

“Dudley” the 1925 Dodge buckboard (ctd)

solved with a few phone calls or internet searching. By early 2014, “Dudley Dodge” fired into life exactly 50 years after last being registered and 100 years after the first Dodge rolled off the line.

This Centenary year was an added incentive to push the project on, with every possible outing being considered, - you all know what it’s like for the first year in a “new” car! While the first rally entered was the Mt Gambier Australia Day Rally, “Dudley” wasn’t quite ready, a lack of brakes and clutch saw him confined to the trailer.

The next event was the Dodge feature at the All Chrysler Day, no worries I thought, all should be good by then! Turned out 2 weeks before, and after a few short runs into town, he became reluctant to fire. The magneto had decided it didn’t want to do its job by over heating into a melted blob. After a quick search of the old wardrobe on the back I found a spare which, after tinkering, got me going the day before the event. The first run of more than 10kms for 50 years was in city traffic past Adelaide Oval where the first AFL match was being played and down to Marion with Jess, the red kelpie on the back. Those behind would have been changing lanes if they had known how nervous I was!

While I thought “Dudley” was almost complete, the experts then told me I need to get the rear springs re-set, to jack it up a bit for that “as new” feeling. Fortunately Mt Gambier is the home of Sealey’s Spring Works that has been going continuously since 1916, and like most experts in their field, enjoy working on such nostalgia.

The original leather seats were showing signs of wear, and despite conditioning, were tearing a little each time I got in. This has been over-come by keeping the original ones under hessian spud bags with 2 inch foam for added comfort.

I have discovered quite a number of similar old ferals in sheds in the district, and will work on motivating the owners to experience the reward of getting them going. They really were a

reliable old car and I recognise how fortunate I am to have one that didn’t get the starter or generator pinched to make a welder or whatever. I had intended to add the canvas top from the 1970 photo, but after fitting the bows and discovering how hard it is to get in and out, I have now settled for the “Driazabone” alternative. Coming home in the dark and steady rain, from Millicent recently, I discovered if you sit close to the windscreen you don’t get too wet.

For the mechanically minded, I gather Dodge started with a good motor and didn’t change it from 1914 to just after mine in March 1926. They were all 4 cylinder, 12 volt positive earth, 212 cubic inch motors of 24 horsepower. My engine number is A452-441 and chassis A 380-853 (giving the July 11th 1925 build date.) The

Nick and Tony the Mechanic with “Dudley” and “Doreen”



“Dudley” at the All Chrysler Day

original Clum key is DB83 with all original North-East electrics and the McCord radiator with the dog-bone DB Boyce Motormeter all with their instruction manuals.

Now all I am waiting for is a dark cold night and Doreen De Soto and Dudley Dodge to fall in love! Who knows what the pup will be!

*Nick Hunt
Kalangadoo*

Members Notes

“News Flash” From the USA

Well I won't bore you with the trivial parts of the USA like San Francisco, Grand Canyon, Yellowstone National Park, Niagara Falls and New York. OK perhaps one thing in New York, the Chrysler Building, because it's Graham's most favourite building ever. It lived up to his expectation even though you can only view the lobby. We also viewed the outside from the 102nd floor of the Empire State Building.

Let's get to the main event, "The Dodge Brothers Centennial Tour" in Detroit. We, Chris Howes, Cathy Woods, Graham Bailey and Jenette Black, arrived Saturday 21st June and picked up our rental car. Chris is the designated driver, he seems OK driving on the wrong side of the road and Jenette is the navigator, women CAN read maps.

Sunday was registration day and an Ice Cream Social get together. There's around 305 entrants and 93 cars. The cars range from 1915 to 1938 only missing a 1914. Most of the cars are from the USA but a few have come from Canada and one from the United Kingdom. Of the entrants

26 are from Australia, 7 from New Zealand, 4 from United Kingdom and 2 from Sweden. We're staying at Auburn Hills which is about 70 miles out of Detroit. Sadly parts of Detroit are as you see on television, run down, neglected, abandoned and vandalised. Yet other parts ooze wealth with beautiful tree lined streets filled with huge mansions for homes.

Our first run was to The Henry Ford museum, Greenfield Village and the Benson Ford Research Centre. Where do I start?

Henry Ford was a collector of all history not just cars. We saw the

bus that Rosa Parks refused to give up her seat on, the rocking chair Abraham Lincoln was shot in, the 1961 Lincoln Continental JFK was assassinated in, to name a few. Greenfield Village is 90 acres of original historical buildings such as, Henry Ford's birth place, Thomas Edison's laboratory, the Wright brother's bicycle shop and many more.

At the Benson Ford Research Centre we did a tour of their archive area which not only holds the Ford Motor Archives but anything historical. We saw Susanne McCord quilts, Thomas Edison's time cards, Mrs Firestone's dresses and shoes



plus lots more.

Well must go to dinner now and chat with some more "Dodgy" folks, so stayed tuned for the rest of the tour in our next magazine.

Jenette Black



MARKET PLACE

Club Clothing

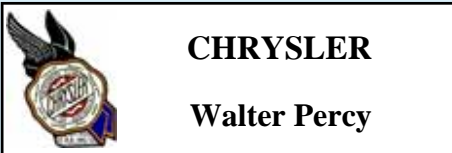
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- Caps, Bucket Hats (Royal Blue/White) \$20



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1928 Dodge Victory 6 tourer rolling chassis, 19in wheels, including motor, gearbox and diff. Full set of seat springs. Garry 0435 094 186

1935 39/41 Plymouth parts including 10 new tie rod ends, Part No. 951300. 9x R/H thread and 1x L/H thread, may be some nipples, washers and nuts missing, \$15 ea. Sorensen carburettor repair kit Part No. ck36 (1939-41 Plymouth) \$5 or \$120 the lot. Phillip Downey 0418 239 242

1935 DU Dodge sedan. Reg. DU 1935. restored good cond. \$18,000 also 1940's homemade caravan "3 star" colour cream/green. Restored, not registered \$8,000 (see pic) David May 0408 823 379

1948 Plymouth Special Deluxe sedan. Body is in as found condition with some rust repairs done. Interior is well worn but useable as is. Flathead six, three speed. New brakes and cylinders, king pins, tyres, Monroe shockers, and a new radiator costing \$995!! Drives well. Located in Port Lincoln, can arrange to bring car to Adelaide for Bay to Birdwood if I find a genuinely interested buyer. \$8,000 negotiable. Scott 0457 161 521

1953/4 Holden FJ Special Sedan. Reg

XBC 307 Original colour Skipper Blue, leather upholstery, mechanically very good. Recent valve grind and cylinder head faced. Brakes fully reconditioned including, shoes, wheel cylinders, master cylinder. Historic rego. Some spare parts included. Good reliable vehicle. Price range \$10,000 to \$13,000 Fred Chapman Mallala SA 08 8527 4049 or 0434 493 167 Email phredo@skymesh.com.au

1963 Roadmaster caravan. white/green colour, reg. YHI 478 \$6,500 David May 0408 823 379

1964 Dodge Phoenix. 0429 334 040

VC Valiant V8 radiator, good condition \$100. Graham 0419294 052

1971 Dodge Phoenix. Rebuilt 318 with 650 Holley, Edelbrock manifold, duel fuel, stereo/cd player, air con, great cruiser and a pleasure to drive, has towbar but not fitted. Selling due to other project, prefer no time wasters. \$10,000 Car is located in Balaklava, South Australia. Glen Bousfield 0417 802 588 after 6.00pm

1979 Chrysler, Blue CM SE 318 V8, petrol and gas, 371,000 km, new block put in 5000km ago, stripped back to metal and restored, 8 years ago, rarely driven, engine number: CA221L07171.3 months reg. SJM 359 \$6,800 negotiable Adrian 0417 883 024

2002 Jayco Eagle pop-top caravan, 16ft, single beds, good condition very low kms has been used as teenager study room \$15,000 Bob 0407 601 803

WANTED

1919 Dodge r/h rear mudguard and bonnet. Tony 0417 780 022

1928 Dodge Bros. Oil gauge. Leo Jongewaard 0418 890 657

1929 Dodge DA radiator surround Greg McNair 0417 286 207 or Judy 08 8182 3502

1930 DD Dodge Delco Remy 714P starter motor Arie Vandenburg Tasmania. (03) 6330 1108

1933/4/5 Dodge l/h side support bracket (part number 603834) for wheel carrier side mounting. Neil Barns Pt Lincoln 08 8685 4242

1936 Dodge centre strip bonnet hinge. Urgent. Noel 0408 089 790

1936 Chrysler oil filter to suit 6 cylinder motor. This is a sealed unit with inlet and outlet pipe work. Mike 08 8388 6457 or a/h 08 8391 1627

1937 Dodge 4 door sedan headlights. Malcolm 08 8278 6813 after 7.00pm

1940 Dodge truck crank hole cover. It is attached by three screws in the lower section of the grille. Cover is 14 ins. long and made of stainless steel. This grille is different to the 1946-47 Dodge truck. (see photo below) Bruce Lord 08 8087 2345

Ap3 Chrysler Royal sedan or Wayfarer ute preferably good condition. Ben Page 08 8667 5484 or email; admin@workingdogcentre.com

1961 AP3 Wayfarer ute tailgate Greg McNair 0417 286 207 or Judy 08 8182 3502

S Series 5in standard rims and hubcaps. Ashley 0400 144 399 ah 08 8341 6661

AP5 steering column. Joe 0466 976 750

VC Valiant disc brake conversion from drum brakes. Paul 0431 299 382



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