



# **THE CHRYSLER COLLECTOR**

**Number 221**

**Nov/Dec 2015**

**THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.**

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Phone: 8275 0100

Mobile: 0413 122 007

Email: [john.goddard@braemacenergy.com.au](mailto:john.goddard@braemacenergy.com.au)



## 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

<b>President:</b>	Brenton Gibb, 18 Caroonia Avenue, Para Hills 5096 ..... ah 8263 2908
<b>Vice President:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034 ..... ah 0439 682 011
<b>Secretary:</b>	Ann Lind, 56 Currawong Crescent, Modbury Heights 5094 ..... ah 8263 6998
<b>Asst. Secretary:</b>	John Goddard, 22 Stephens Terrace, Torrensville 5031 ..... ah 8443 6311
<b>Treasurer:</b>	Alan Driver, 6 Hastings Road, Brighton SA 5048 ..... ah 8298 1194
<b>Editors:</b>	Bob Haywood, 2 Rosemary Street, Woodville West 5011 ..... 0407 601 803
	Richard Tapp, 17 Simpson Parade, Goodwood 5034 ..... ah 0439 682 011
<b>Librarian:</b>	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 ..... ah 8261 7971
<b>Technical Liaison:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074 ..... ah 8165 3971
<b>Public Relations:</b>	John Goddard, 22 Stephens Terrace, Torrensville 5031 ..... ah 8443 6311
<b>Runs Coordinator:</b>	Greg Lind, 56 Currawong Crescent, Modbury Heights 5094 ..... ah 8263 6998
<b>M/ship Vehicle Records:</b>	Sharon Gibb 18 Caroonia Avenue, Para Hills 5096 ..... ah 8263 2908
<b>Historic V Registrar:</b>	Graham McRae, 26 Fisk Avenue, Glengowrie 5044 ..... 0498 485 934
<b>Committee:</b>	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093 ..... 8263 5416
	Jeff Knowles, 7 Stanley Street, Hillbank 5112 ..... 8255 8671
	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 ..... 0412 790 550
<b>Federation Rep:</b>	Alan Driver, 6 Hastings Road, Brighton 5048 ..... ah 8298 1194
<b>Combined Car Clubs Rep:</b>	Ken Barnes, 21 East Avenue, Millswood 5034 ..... 8293 7923
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 ..... 8386 2931
<b>Auditor:</b>	Michael Bartsch, 105 Billabong Road, Para Hills 5096 ..... ah 8395 3919
<b>Catering Coordinators:</b>	Cathy Woods, 4 Peter Place, Campbelltown 5074 ..... ah 8165 3971
	Carole Barnes, 21 East Avenue, Millswood 5034 ..... 8293 7923
	Shirley Crichton, 3 Smith Street, Newton 5074 ..... 8337 6980
<b>Club Tools held at:</b>	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 January 2016**. Corrections/amendments until Sunday 3 January 2016. Contributions can be e-mailed to [editor@chrysler-restorers-sa.org.au](mailto: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 6<sup>th</sup> December 2015**

Christmas Picnic, Beefacres Reserve.

#### **31<sup>st</sup> December 2015**

Looking for something to do New Years Eve? Ashley Farrow and Margaret Edwards invite you to 230 Lady Gowrie Drive, Largs North. Time 7.00pm

**Ashley Farrow and  
Margaret Edwards  
8341 6661**

#### **Sunday 17<sup>th</sup> January 2016**

Ray Miels Memorial Breakfast Run Meet at the CCC club rooms 7.30am for an 8.00am departure.

**Brenton Gibb  
8263 2908**

#### **Sunday 21<sup>st</sup> February 2016**

Breakfast Run Esplanade Hotel, Brighton. Meet at CCC Club rooms at 7.30am for 8.00am start.

**Sharon Gibb  
8263 2908**

#### **Sunday 20<sup>th</sup> March 2016**

Tanunda Bowland and Mini Golf. Club subsidised outing. Meet Carisbrook Reserve car park at 9.00am for a 9.30am departure

**Greg and Ann Lind  
8263 6998**

### INVITATION/OTHER CLUB'S EVENTS

#### **November 14<sup>th</sup> 15<sup>th</sup> 2015**

Bendigo Swap Meet Tour, return travel to Bendigo. Accommodation, breakfast. Entry forms contact me. Cost; \$245 twin

share \$280 single

**Greg Lind**

#### **Sunday 15<sup>th</sup> November 2015**

Cruise on Down Yankalilla Cruise, Yankalilla Memorial Oval, cruise departs Castle Plaza Edwardstown at 10.00am. Travel Southern Expressway to Yankalilla. Saturday 14<sup>th</sup> Rock n Roll dinner dance

#### **Sunday 22<sup>nd</sup> November 2015**

Picnic at the Mill, National Motor Museum

#### **Saturday 16<sup>th</sup> and Sunday 17<sup>th</sup> January 2016**

Milang Vintage Machinery Club Milang Oval

#### **22<sup>nd</sup> to 25<sup>th</sup> January 2016**

Australia Day long weekend in Mount Gambier, entry forms available

**Greg Lind  
8263 6998**

#### **Saturday 6<sup>th</sup> February 2016**

Kaniva Car and Bike Show 9.00am to 4.00pm, Kaniva Recreation Reserve. Feature make for 2016;Chrysler

#### **Saturday 5<sup>th</sup> and Sunday 6<sup>th</sup> March 2016**

Power of the Past, Mt Barker Oval A working display featuring Villiers engines, Vauxhall cars, Bedford Commercials, Nuffield tractors and Norton motor cycles

#### **Sunday 20<sup>th</sup> March 2016**

Pre 1931 historic vehicle Gathering Day, Anzac Highway, between Keswick Bridge and West Terrace, Adelaide. 10.30am to 2.30pm. Free entry for vehicles and spectators Classic cars welcome

#### **11<sup>th</sup> to 13<sup>th</sup> June 2016**

PADARC Rally. Check in Friday afternoon/evening, car show on Saturday, dinner Saturday night at the Port Clubrooms. Run to Booleroo Centre on Sunday with

presentations at the oval Sunday night

#### **Sunday September 25<sup>th</sup>**

#### **Saturday 1<sup>st</sup> October 2016**

14<sup>th</sup> National Chrysler Rally, Cowra

#### **1<sup>st</sup> to 3<sup>rd</sup> October 2016**

Riverland Vintage and Classic Car Club, Loxton. Mallee run event will be based in Loxton area.

### SWAP MEETS

#### **14<sup>th</sup> and 15<sup>th</sup> November 2015**

Bendigo



### Entry Forms etc

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

## Cover Photo

Michael Kelman's 1938 Chrysler Royal sedan: Photographed at 2016 Calendar Photo Shoot. At Houghton Oval *Photo Bob Haywood*

## COMING EVENTS

### 2015 Christmas Picnic

#### **Sunday 6<sup>th</sup> December 2015**

2015'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 children's activities to entertain the children until lunch time.

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 & Nov meetings. If you don't attend the meetings please ring or email with numbers for lunch and children's names, sex and ages to allow time for purchasing & wrapping of gifts. Please let us know all details by

the 11<sup>th</sup> November, 2015.

PLEASE NOTE THAT 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**

### New Years Eve 2015

#### **Looking for Something to do New Years Eve?**

Ashley and Margaret would like to extend an invitation to

celebrate New Years Eve at 230 Lady Gowrie Drive, Largs North. (Street parking in Afric Street). Time;7.00pm. Bring a plate of food to share, and a

chair. Tea and Coffee supplied.

**Home 8341 6661**

### Ray Miels Memorial Breakfast Run

#### **Sunday 17<sup>th</sup> January 2016**

Meet at CCC club rooms at 7.30 for an 8.00 departure to an unknown destination in the metropolitan area. BYO

breakfast, chairs, table etc. Staying with tradition the destination will be revealed on the day. Come out and enjoy our first outing for 2016

**Brenton Gibb**  
**8263 2908**

### Brighton Breakfast Run

#### **Sunday 21<sup>st</sup> February 2016**

Meet at CCC club rooms at 7.30am for an 8.00am departure. A leisurely drive to the Esplanade Hotel Brighton at 8.30am for an all you can eat smorgas-

bord breakfast. Cost; Adults \$16.90 p/h, children under 12 \$4.90 List for numbers will be circulated during next meetings. Come and enjoy a summer morning at Brighton over look-

ing the Gulf.

**Sharon Gibb**  
**8263 2908**  
**bsgibb22@gmail.com**

### Ten Pin Bowling and Mini Golf Day

#### **Sunday 20<sup>th</sup> March 2016**

This is a Club subsidised outing. Meet at Carisbrook Reserve car park at 9.00am for a 9.30am departure for a leisurely drive to

Tanunda for a fun day of bowling and mini golf at Bowland complex, Menge Road, Tanunda. Food and drinks available at the cafe. (Please no

food or drinks to be brought onto premises)

**Greg and Ann Lind**  
**8263 6998**

## FROM THE COMMITTEE

### President's Message



Welcome everyone, the year is rapidly coming to a close. No official club run was set aside for the month of

September but with no less than nine Motorfest events there was plenty of good runs to go on and I know a lot of you went on quite a few of them. Special thanks to Graham McRae for taking up the challenge and running one on behalf of our club.

The climax to these events was the Bay to Birdwood for classic cars, a full field of over 1700 cars attended on a fantastic spring day. More and more people a getting into the spirit of the event dressing in period clothing and with an age of vehicles from the mid fifties to the mid seventies how the fashion changed. With the biggest and strongest display of fashions in the field Debbie and John Goddard did us proud by winning the best couple in the

sixties era.

Once again Chris Howes guided us to Jamestown for their tri-annual air show. A good weekend away with around 25 people descending on the Caltowie Pub for tea. Chris assembled the troops with the older vehicles at 7.30am and a good display was put together at the air strip.

On Saturday the 24<sup>th</sup> October five members along with five other makes of historic vehicles attended a Spring Fete at Wakefield House at Morphett Vale. This complex is a meeting place for senior people in our community to meet and share time together and our cars were of special interest with the men, many of them being past employees of Chrysler/Mitsubishi.

The Christmas Picnic at Beefacres Reserve is on December 6<sup>th</sup>. Please advise Sharon ASAP if you are attending and the names, age, gender of children attending for Father Christmas presents.

The Committee has already set out some exciting runs through till March next year with the

March run being partly subsidized by the club. Read more in upcoming runs.

On a committee note a decision was made that that we spend the monies received from the Chrysler Car Club of SA for helping out at this last year's All Chrysler Day, on three new feather flags, 2 Plymouth and 1 Desoto.

On a sad note since our last magazine Betty Webb wife of long time member John Webb, Roger Beaumont, Bill Lorimer's partner and Wayne Bartlett have passed away. Our thoughts are with their families.

Hoping to see you at some of our events.

**Brenton Gibb**

### From the Editor

#### CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Ashley Farrow and Margaret Edwards, Lorraine and Trevor Beythien, Richard Tapp, Alan Driver, Graham McRae Jenette Black Kevin and Barbara Williams Dick Hart and Greg Janzow. Many thanks to the magazine despatch team, being Jenette Black, Ellen Haywood, Rhonda and Garry Williams.

**A REMINDER. In future all articles and entries to this magazine must be submitted by the Friday date shown on page 3.**

**Bob Haywood**

#### WEBSITE STATISTICS

	Sep-15	Oct-15	Oct-14
Visits	471	355	472
Pages	3917	3343	5376
Average visit duration	3:11	3:08	3:07

Statistics include photos but exclude videos.

## CLUB NOTES

### Federation Meeting Report



#### Meeting October 17<sup>th</sup>

##### Guest Speaker:

Martyn Luck from FHMC's Broker spoke on club insurance policies and risk assessment issues, (more info available from the Federation).

##### General:

Changes to legislation covering export of historic vehicles deferred, current legislation still applies. DPTI has not made any recommendation to the Minister for conditional registration of modified vehicles.

##### Historic Registration

Federation will replace unused club stocks of old type log books for the new version.

There has been some scrutiny of description of online ads for

older cars stated to be on historic plates by the Federation and DPTI (indicating that specifications might render them ineligible for historic registration). Registrars, Committee members and Assessors are urged to be vigilant for any club vehicles that may have been modified.

Personalised plate agreements do not always expire at a registration renewal date. DPTI has been asking owners to pay the plate renewal fee at the same time as registration fee for the period in which the plate requires renewal. DPTI is aiming to synchronise dates but in the meantime be prepared if this affects you.

Owners are reminded that when historically registering a vehicle from interstate you can put it straight onto the scheme without stamp duty.

There have been instances of DPTI staff asking for full registration, then cancelling so as to transfer to Historic Reg.

This is not correct, if you need assistance contact your club registrar.

##### Federation Tour 2016:

Proposed destination is Ceduna.

Bay to Birdwood: Classic run expected to return a small profit. There were 1767 entrants but surveys indicate there were up to 3000 vehicles on the route which is one reason for longer run time for some entrants. The growth in numbers is mostly in the 70's vehicles, and thirty two percent of entrants were not members of clubs. More detailed report with statistics will be forwarded to clubs later in year.

##### Clubs Seeking Membership

Levis Motorcycle Club admitted to membership of FHMC.

*Alan Driver*

### 80<sup>th</sup> Birthday

During the September meeting Judy McNair was presented with a birthday cake and the members wishes on the occasion of her 80<sup>th</sup> birthday.

Judy is a keen and active

member of the club rarely missing a meeting. She is the presenter of Club Member of the year representing her late husband Ray. The President's breakfast run is also in recognition of one of our late

respected club members.

Congratulations Judy and may you enjoy many more of our events and Presentation Dinners.

### Welcome New Members

Evan and Jennifer Lloyd

Hallett Cove

1977 Chrysler Charger

Andrew & Hannah Taylor

Everard Park

1962 Valiant S Series sedan

## CLUB NOTES

### Minutes of Club Meetings

#### Chrysler Restorers Club of Australia (SA Inc.)

##### Minutes of Meeting Held at CCC Wednesday 9<sup>th</sup> September 2015

Meeting opened by President Brenton Gibb members welcomed and OH&S regulations cited

**Members present;** and apologies as recorded in attendance register.

**New Members;** Andrew Taylor and Evan Lloyd

**Sick report;** Brenton advised members of the passing of Ken Dart, Betty Webb and Roger Beaumont. Alan Pike advised Donald Feast has recently had a triple by-pass. A get together at Glenelg with Wayne Bartlett.

**April Meeting Minutes;** read and moved by Secretary Ann Lind, seconded Jeff Knowles.

**Correspondence in;** Email invitation to car display and fete from Wendy Milano Wakefield House visit. Email from Hunter Self Storage Kidman Park with rates.

**Correspondence Out;** sympathy card to Ken Dart's family

Ann Lind moved correspondence be accepted, seconded by Trevor Beythien.

**Treasurers Report;** Alan Driver presented his report, moving it be accepted, seconded by Chris Howes.

**Committee Reports** presented

**Past Events;** Bob Haywood spoke on Mount n Town n Hill run. Kevin Williams gave mention of the Tonsley Park Hotel and TAFE visit. Trevor Beythien spoke about Old Car Day at Bethany and the Twin Bridges weekend at Murray Bridge. Barry Thomas went on a Morris Register run to Tyndo Solar at Mawson Lakes. Trevor Kelley spoke on the recent Alice Springs Trucker reunion.

**General Business;**

Judy McNair celebrated her 80th birthday with a cake presented by the club. Chris Howes asked for interest in the Bay to Birdwood. Cathy Woods asked for expressions of interest for the Caltowie meal during the Jamestown Air Show weekend.

**Raffle draws**

**Meeting Closed at 9.05pm.**

##### Minutes of Meeting Held at CCC Wednesday 14<sup>th</sup> October 2015

Meeting opened by President Brenton Gibb, members welcomed and OH&S safety regulations cited.

**Members Present;** members present and apologies as in attendance register.

**New Members and Visitors;** Tony Nash and Bob Case.

**Sick report;** None reported

**September Meeting Minutes;** read and moved accepted by Secretary Ann Lind seconded Trevor Beythien

**Correspondence in;** Thank you letter from Roger Beaumont's family re. Sympathy card from CRC, Federation minutes from Sept 18<sup>th</sup> meeting. A Lind moved correspondence be accepted, seconded J Knowles.

**Treasurers Report;** Alan Driver presented and moved his report be accepted, seconded by Chris Howes.

**Committee Reports;** presented.

**Past Events;** Kevin Williams spoke on Motorfest events, Chris Howes congratulated John and Debbie Goddard for winning the 60's vintage fashion at the Bay to Birdwood. John Goddard commented on the recent National Sunbeam rally in the Riverland.

**General Business;** Dick Hart advised meeting he has acquired Colin Frith's cutters for making felt seals and asked if any one was interested in taking over the moulds to make rubber mounts. Cathy Woods advised Christmas meeting was coming up and looking for offers of supper supplies. Expenses incurred will be reimbursed.

**Raffle draws;**

**Meeting closed at 8.45pm**

## CLUB NOTES

### Historic Vehicle Registration

For this issue I want to talk about what modifications are allowed for cars on conditional (historic) registration. As stated in the foreword of the Code of Practice, "the intent of the scheme is to support motoring enthusiasts with genuine historic vehicles representative of South Australian motoring heritage".

Leading on from this the Code of Practice in Part Two gives the eligibility and approved variations, that is, allowed modifications. There are specific variations that have been approved via the Federation and the best known to our club is the allowance of tubular exhausts to replace the cast iron slant six exhaust manifold. Non performance enhancing accessories or safety equipment that does not detract from the historic integrity may be added without recording as a variation, for example replacing the fixed seat belts with retractor types would fall under this.

Basically the modifications are to allow vehicles to continue in use when parts etc are either not available or for improved safety such as replacing the original lighting with halogen or LED

globes **providing** the lens and casing remains original equipment manufacturer (and this is something I will be doing to replace the 2 candlepower headlights on my 1924 Nash!).

As an example beaded edge tyres may be replaced with straight side tyres but there are limits to the dimension changes. Accessories that were either offered by the Original Equipment Manufacturer or were commercially available from an aftermarket supplier at the time of delivery again may be fitted provided that they are not performance enhancing. It is the onus of the owner to provide evidence of the commercial availability of an accessory in **Australia** at the time of delivery of the vehicle.

This is only a very short coverage of the issue and all owners of conditionally registered cars need to look at Part Two of the Code of Practice to ensure that their car/s comply. If they do not then the modification must be either removed or alternatively go on to full rego. Remember also that you sign a Statutory Declaration when renewing your club

membership.

The SA scheme is a very good one and the danger is that any non conformance jeopardises it for all, if you have any doubts when interpreting the Code please do not hesitate to contact me for help, if we cannot sort it out we can go to the Federation and they can assist.

The code of practice is available on line at:-

<https://www.sa.gov.au/topics/transport-travel-and-motoring/motoring/vehicles-and-registration/vehicle-types-and-specifications/historic-left-hand-drive-and-street-rod-vehicles>

You can either read it online or download a pdf copy whichever suits.

*Graham McRae*

### 2016 Club Calendar

Our club's 2016 calendar is now available. This year's photo shoot at Houghton Oval with a natural tree covered area as a background I feel, highlights the vehicles and gives a more appealing photo. These make great gifts and also a keepsake of your collectable car.

We have only one version this year at a cost of \$15 or \$17.50 if postage is required.

An order sheet was passed around at the October meeting. The calendar will be available at the November meeting. Further orders will be available if need-

ed. If you would like one please let me know.

*Bob Haywood*

## PAST EVENTS

### Murray Bridge Twin Bridges Rally

**4<sup>th</sup> to 6<sup>th</sup> September 2015**

This Rally is held every other year and we have attended 4 in total and this year as always the Murray Bridge Committee showed us a really good time.

We started Friday afternoon with a meet and greet and rally registration with afternoon tea. That evening we met up again for a welcome dinner supplied by the club ladies and was thoroughly enjoyed by all.

Saturday morning began with the usual vehicle display at the Sturt Reserve adjacent to the Murray River. This was also the chance

for participants to vote for the most desired vehicle in the relevant class.

On departing Murray Bridge we headed off for a drive to Karoonda for morning tea supplied by the local netball club. (We certainly didn't need lunch after their terrific spread).

We then travelled about 25kms towards Lameroo to Morgan's Farm. There we were introduced to the owner and shown a display of air memorabilia. The C47 that was a novelty dining area at McDonalds Restaurant at West Lakes is now housed at the

farm and is being restored to original WWII times. At this stage it has had the wings removed but still looks very impressive. We were shown a film on the history of "Irene" the C47 when it was used as a supply plane flying between Australia and New Guinea during the war. We were privileged to witness one of the C47's motors running.

We were also shown through their private museum where we saw a terrific display of model aircraft which included a jet and helicopter. They are also involved in tractor pulls which was something to be seen. Wow!!

A photo with David May's 1952 Fargo ute, Steve Williams' 48-215 Holden and our 36 Chrysler in front of her looked great with the plane in the background.

That night we met at the Murray Bridge RSL for dinner, the theme for the evening was "Those Magnificent Men in their Flying Machines" which attracted some very original costumes and a lot of fun. Trevor won best dressed male.

Sunday saw us back at the club

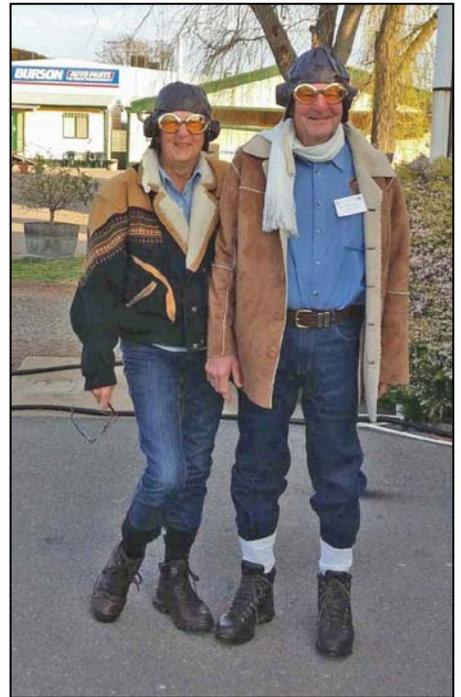


## PAST EVENTS

### Murray Bridge Twin Bridges Rally (ctd)



Lorraine and Trevor Beythien



rooms where after the usual morning tea, the men went to a crash repair shop and a men's shed whilst the ladies went to Serenity Nursery. I can't comment on those two visits but if you in Murray Bridge and looking to pass some time and have an interest in gardening a visit to Serenity Nursery is a must. It is located on the Murray Bridge to Mannum road. It's not just plants even though those were great too. Another Wow!!!

rooms for lunch and trophy presentations. Three of our CRC cars won trophies. As time was getting on we decided it was time to head home in time for Father's Day commitments. Another great rally with great company. We are never disappointed with the Twin Bridges Rally and encourage members to put it in the diary to attend.

*Lorraine and Trevor Beythien*

We then returned to the club

## PAST EVENTS

### Motorfest Classic 2015

#### Monday 21<sup>st</sup> September 2015

Muscle Cars and Memorabilia, hosted by the Sporting Car Club of SA. This run was fairly straight forward. After meeting at the CCC club rooms we headed for the South Eastern Freeway via Cross Road to Woodside where we visited a private collection of muscle cars and motoring memorabilia. The car collection included Mustangs, a twin cam Ford Escort, Holden Monaro and other Classics from the same era. This collection was adjacent to Melbas chocolate factory so several people took the opportunity to sample and purchase some of their product. A delicious morning tea was well catered for from some Woodside volunteers. An invitation to visit the Sporting Car Club's club rooms for an enjoyable lunch and a guided tour of their impressive library and rooms made a great day out. Our Plymouth decided to give some starting problems from a suspect battery. At this stage still needs some attention.

#### Wednesday September 23<sup>rd</sup>

Round the Sheds, hosted by Gawler Veteran, Vintage and Classic Vehicle Club. The Plymouth was reluctant to start today so I travelled with a friend in a 1963 Chev Impala convertible.

The day began with the run leaving from the CCC club rooms to Womma Road via the Northern Expressway to visit Colin Jones' collection of heavy duty Military vehicles. These premises are quite impressive with a large function area for weddings and concerts and the like. After a great morning tea we were directed to Willaston to visit a collection of Gawler Club member, Corrie Wakes, plus other member's, beautifully restored cars, which included Mini Coopers, a Morris Minor ute and other Leyland vehicles. A Chev Corvair and a couple of Jaguars added to his terrific collection.

Leaving Willaston we called into the Whispering Wall near Lobethal for a barbecue lunch. It was now I decided these day

events should be renamed the Motor'feast'. Eating seems to be the priority. From there we drove on to Tanunda to visit an amazing collection of Carl Linder's, which included a most impressive Jaguar display with a workshop to dream of. Time to come back to reality, we returned home after a most interesting and enjoyable day.

#### Friday September 25<sup>th</sup>

A Day at the Flicks, hosted by The Early Ford V8 Club of SA Inc.

On arriving at the CCC club rooms at 8.00am I thought we were early, but on further investigation found that most entrants had already signed in and headed off on the two hour drive to the country town of Blyth. The



Plymouth was behaving well so we took to the road and arrived in time to be treated for a morning tea put on by the local country ladies. I have made mention of the food earlier and it keeps coming in amounts you wouldn't believe. The local cinema was the venue for today's entertainment. The cinema was an old Masonic Lodge very well converted into retro era. The slide show of some very early photos was great, as were the couple of jokes. They held a quiz featuring a number of old photographs, but our 6 out of

## PAST EVENTS

### Motorfest Classic 2015 (ctd)



mostly restored army vehicles including "Miss Stuart" which on start up provided its own smoke screen. The recently restored Sarecen troop carrier with its Rolls Royce straight eight engine was quite fast and not too uncomfortable on a short trip. With no seat belts or grab handles in the rear seating area for 8 passengers you would have to be prepared for a rough ride. Another great day at a complex that should be preserved for future interest.

All the events that we attended during the Motorfest were well organised and very interesting.

15 was a failure.

The movie shown was "Last Cab to Darwin", which we really enjoyed. Then it was over the road to the Blyth Hotel for more food. We headed off after that for the 2 hour drive home. Another great day!

#### **Monday 28<sup>th</sup> September**

Cruising the Murray River, hosted by the Ford Owners Car Club of SA.

Instead of the meet at CCC club rooms we decided to travel direct to the first visit at Melba's Chocolate Factory. After signing in and collecting our run sheet we headed out on the Old Princes Highway to Murray Bridge enjoying the scenery which was at it's best this time of the year. We arrived just before 12 by sitting on the speed limit, driving an older car the times allowed were a bit optimistic. Everyone had arrived by 12.10pm with the cruise under way by 12.15. On a calm river we were served a delicious choice of roast chicken or beef and desert. A short cruise to Willowbank and on the return the breeze picked up and became quite cool. We arrived back at Murray Bridge at 3.00pm and headed home after a pleasant 3 hours on the river with great company and food.



#### **Tuesday 29<sup>th</sup> September**

Meet Miss Stuart and Friends, hosted by the Military Vehicle Preservation Society of SA Inc.

After the usual meeting and signing on and with run sheets we headed off to the museum site arriving at 10.00am in time for yet another delicious morning tea. You have to be there early to beat Geof Chase, I was next in line. We were split into two groups and given very informative and interesting guided tours of the complex which comprises of many buildings that were utilised for various purposes during the second World War. We were shown a very impressive collection of Military radio equipment, a vast display of

The volunteers, organisers and caterers deserve a big thankyou.

**Kevin and Barbara Williams**

## CLUB NOTES

### How Much Is My Car Worth?

We are seeing a great deal of buying and selling of our old vehicles recently. Not only are cars passing from generation to generation, but also a surprising number of cars emerging from barns all over the world, cars we had no idea existed and certainly not in such quantity. Some people estimate that the population of known antique (pre WW11) cars has increased 50% over the last decade, thanks in great part to the availability of Internet sales options.

The question constantly before us as hobbyists is, "how much is this car worth?" asked in earnest by a novice who just pulled an old treasure out of grandpa's garage. This question is also asked by long time owners who have watched the prices on old cars fluctuate up and down over the last four decades. The answer is not simple, compounded by the tendency of the questioner to over appraise the car's condition and to presume that any old car is worth a mint. Right now, figure that, except for certain rarities, the market is "flooded." Too many cars on the market all at once; too few buyers.

The information presented here comes from several sources sent to the Dodge Brothers Club News over the years. Some of this is directed at buyers, based on presentation made to the Northern Ohio Model A Club by Don Crum, who at the time (1991) was and may still be a certified Model A appraiser for several automobile insurance carriers and also a judge. (Yes we know, it is Ford oriented, but the basic information is perfectly valid for DB and GB vehicles.) Used with the permission of Crum's article, "Pricing the Model A Ford, Determining the Value and Assigning a Grade," which appeared in Model A Trader magazine. Further information

was compiled from price guides.

#### TOOLS OF THE TRADE

Pricing a pre-war vehicle begins with a thorough inspection of the car. The following tools are considered indispensable:

**Camera with flash**— Use the camera to document the car, both inside and out. The photos can be checked later to see if the car you inspected is the same car you are buying. You can also use the photos to compare against the next car you inspect.

**Pencil and paper**— Note the colours, accessories, options, and the final grade given to the car. Also list the engine and serial number because it will be required for insurance purposes.

#### Good light and mech. creeper-

Use these tools for checking shocks, linkages, exhaust system, and the complete underside of the car.

**Engine crank (if applicable)**-Use the crank to see if the engine is free to turn. If it isn't the car may not be worth buying; engine work can be expensive.

#### AREAS TO INSPECT

There are four major inspection areas which determine the overall condition of a vehicle.

**Exterior**— Stand a little distance away and walk around the car. Check for dents and body lean. Try to assess the overall body condition including the sheet metal, roof, and paint.

**Interior**— Check the upholstery, wood graining, window glass, shades and hardware. Spend plenty of time in this area; new upholstery alone can represent at least a \$3,000 investment.

**Drive Train**— The drive train includes everything underneath the car including drive shaft, transmission, differential, shocks, and linkages. Here's where you need to use your creeper and light.

As part of this inspection, don't forget to check the wheels, tyres, and hubcaps. Also take a good look at the bumpers, brackets, and exhaust system.

**Engine Area**— Check the cooling system, electrical wiring, generator, starter, steering column, and carburettor. Try to determine the general condition of the engine. Has it been rebuilt? Check the engine number. Is it correct for the model and year? Does the engine turn over freely?

#### ASSIGNING A GRADE

After a complete inspection, the vehicle can be graded from 1 to 6. The numerical grade assigned to the car can be converted into an approximate dollar value by checking a price guide or by looking for comparable sales of cars of cars on the Internet or elsewhere. Be aware that the "asking price" on Ebay or various car sales sites are not usually the selling price. Finally remember that we are prone to over grade our cars. Most vehicles fall into grade 3 or lower. Older restorations cherished as they may be, could easily qualify under grade 4. You must be able to show proof by a trophy, documents of an award, before asking a premium for a grade 1 or 2 vehicle.

#### VEHICLE GRADES                      CONDITION

**1 Excellent**-Restored to current maximum professional standards of quality in all areas. Usually trailered to shows and stored in a climate controlled area. These vehicles can be considered rare.

**2 Fine**— Well restored, or a combination of superior restoration and excellent original. Also a well maintained original showing minimal wear. Except for the very closest inspection a 2 vehicle will take the top award on many judged shows.

## CLUB NOTES

### How Much Is My Car Worth? (ctd)

**3 Very Good**– Completely operable original or “older restoration” showing wear. Combinations of well done restoration and good operable components, or a partially restored car with all parts necessary to complete it and/or valuable NOS parts. This is a “20 footer”. That is, from 20 feet away it may look perfect, but as you approach it, you begin to notice that the paint work may be getting a little thin from frequent washing and polishing. A look inside may reveal some upholstery wear on the driver’s seat, foot pedals and carpet wear. All systems and equipment on the car are in good condition and operation.

**4 Good**– A driveable vehicle needing no, or only minor work to

be functional. A deteriorated restoration or a very amateur restoration. All components may need restoration to be “excellent”, but the car is usable as is. This is a car at 20 feet is in no doubt it needs some work.

**5 Restorable**– Needs complete restoration of body, chassis and interior. May not be running, but isn’t weathered, wrecked and/or stripped to the point of being useful only for parts. This car needs everything. It may not be operable, but is essentially complete. A challenge to the restorer.

**6 Parts Car**– May or may not be running, but is weathered, wrecked and/or stripped to the point of being useful primarily for parts only. This is an incomplete

or greatly deteriorated, perhaps rusty, vehicle that has parts value or as a donor vehicle for another project.

#### GUIDELINES FOR SETTING A PRICE

1. Never advertise a “firm” price. Every buyer wants to win. There fore allow for some bargaining.
2. Never advertise “best offer” without some indication of price range.
3. Figure that you will never recoup your investment if you paid a third party for a restoration.
4. If you worked on the car yourself, figure your labour at a low hourly rate. Be happy to recover that
5. Time and money spent on your car should be considered as hobby money. Few people make money on hobbies.
6. Start by evaluating your vehicle as Grade 3 then realistically, honestly try to justify a higher grade
7. Be prepared after step 6 , to consider lowering your evaluation to Grade 4.
8. Beware of shady offers. Evaluate your buyer when you feel you are being persuaded to drastically drop your price. Buyers have been known to bring family along to make it look like a family car.
9. Be willing to sell over seas. The exchange rate is favourable for sales to other countries and they are unlikely to street rod your car.
10. Be prepared to sell “parts cars” cheap nowadays because decent #3 cars can be had for less than restoration costs.
11. The market is slightly better for unmolested, unrestored, all original cars in drivable condition, especially among the upcoming generations.
12. The days of “getting rich” by selling antique cars, if they ever existed for the average person, are long gone. These getting rich stories of sales of pre-war, non classic antiques were rare then, non existent now.

*Sourced from Dodge Brothers Club News  
With permission from Editor Phil Kennedy*

## MEMBERS NOTES

### Member Profile

My name is Jim Dawson. For those that missed my “live introduction” show at our September meeting I am a local product with Gina, my wife somewhat more exotic. Growing up I had the same dreams as many local lads I’m sure and eventually managed to make most a reality. Self employed nearly all my working life in design and construction we used predominately Chrysler Dodge and Valiant utes and even a CL panel van until they became a liability after Chrysler closed-up shop.

After becoming ill in 2001 I decided to sell my vehicles. We returned to Chrysler in 2005 when the PT Cruiser was found to be ideal for access purposes and for use as a van to carry my “gopher” in the back. After some health improvements the dream of purchasing a “classic” Adelaide built Chrysler was hatched and the S Series was purchased in 2014.

#### ***How did you find out about the Chrysler Restorers Club?***

On one occasion while surfing the internet I found the club site and became interested in joining the club.

#### ***Did you know anyone in the club?***

No, I came in as a complete stranger.

#### ***What year did you join the club?***

2014

#### ***What came first, the car or the club?***

Almost a dead heat but the car by about two weeks.

#### ***Where and how did you find your car?***

Found on the internet in Queensland.

#### ***Did it need a restoration or was it already done?***

Pretty much an original unrestored example.

#### ***Did any members have any input with the restoration, if so who?***

Always happy to receive advice. Lindsay Gibb and Geoff Chase have been great.

#### ***Do you have a story that may have won you a disaster award? (any stuff up will do)***

Not yet, but give me time!

#### ***Do you enjoy going on club runs and attending meetings?***

Meetings are always enjoyable and a bit of fun having a chat around supper. We both have enjoyed the runs a great deal to date.

#### ***What is your ambition within the club?***

To serve the club well. At this stage I have been nominated to hold a committee position as librarian and volunteered to the position as Rally Director for the 2019 Chrysler National Rally in South Australia.

#### ***Do you have a story that needs to be told about a club member? (don't let the truth hold you back)***

Not yet, but give me time! I’m sure something will come up.

#### ***Do you think you will ever find that elusive part at a swap meet so you will never have to go to another one?***

Not a chance

#### ***What have been some of the highlights of your time in the club?***

Filling out this member profile!! No, attending meetings and meeting members on the club runs.

#### ***Do you enjoy and would you have any suggestions for club runs?***

I have enjoyed them all to date.

#### ***For the ladies:***

***What were your thoughts when your man said I want an old car to play with and put it where you thought the paving, pergola and bbq should be?***

If it keeps him out from under my feet then all’s well.

***Has his effort been worth it?***  
We are both enjoying the runs together.

***Do you think he will ever find that lost part at a swap meet or on Ebay?***

Never, but he has good fun looking.



## MEMBERS NOTES

### Another Chrysler Mystery

The recent trek to Cameron Corner by a small group of South Australian CRC members returned quite a few interesting tales. Getting caught in the severe wet weather and bringing home a lot of northern mud was a well known part of the event.

Most vehicles were able to return with out any major mechanical problems. Rick Frith and Sheena Backhouse's 1925 Chrysler 6 buckboard (The Battler) probably came out of it with the most surprising engine result. He was able to get home

with engine still going but noticed an increase in fuel economy. After pulling down the engine the valve damage is shown in the photos below.



### Vale: Wayne Bartlett

With deep regret we announce that member Wayne Bartlett passed away on Sunday 18<sup>th</sup> October after a short battle with cancer and brain tumours.

Wayne joined the club in the early eighties and became a very active member participating in all runs and writing various magazine articles he soon became an Historic Vehicle Assessor followed by Committee person, Runs Coordinator and Vice President. Wayne was always thinking of how best to promote our club and was instrumental in our attendance as a club at the All Chrysler Day here in SA.

His passion was VC Valiants and the chase of getting all the bits and pieces needed to have them in top condition owning sedans, wagons and a utility over various years. Other vehicles included S Series Valiant, 38 Chrysler Royal, 2 VJ Valiants and a Centura. Many of these vehicles are still in the club being owned now by other members.

Wayne and Marianne moved to Mildura with his job in June 2010 and to Wodonga about 6 months ago hence we have not seen him at recent events. Wayne was a nephew of Judy McNair.

Our thoughts are with his wife Marianne and family.

*Brenton Gibb*



## MEMBERS NOTES

## CUBA –Automotive Reflections.

Readers will no doubt be aware that the US again raised its flag over its embassy in Havana after 54 years. Some of you may have seen the ceremony highlights on TV. You might also have noticed three rather lovely 1950s vehicles parked across the road from the proceedings, symbols of the embargo imposed by the Americans all those years ago.

My recent trip to Cuba satisfied my curiosity about this small, beautiful country: in particular, its history, architecture, music and, of course, the old cars for which it is now famous.

The roads of Cuba are not that much different from how they

in pretty good condition; in fact, most seem to fit this category. However, close inspection often finds the interiors fairly rough and ready. It is a credit to their ingenuity that Cubans have kept these vehicles on the road. Diesel engines have been fitted to many, but original engines seem to be prized. Cuban mechanics are apparently paid well to keep the cars running through clever modification and fabrication of parts. Of course you still see hoods up and drivers tinkering with their charges; we are all familiar with that! Cubans use their cars well. You rarely see just one person in a car; cars are often crowded, particularly those used

as taxis. In the cities and towns, a lot are used as such.

Havana, like most Cuban cities, is stunningly beautiful. But there is much decay in the architecture, with glorious facades often propped up with scaffolding and screening empty space behind. However, there is a lot of restoration taking place too. The sight of big, shining, colourful big-finned American convertibles gliding around the city streets is incongruous to the faded glory of the amazing streetscapes.

From the centre of Havana one can hire a convertible for about \$30-40 for an hour's tour of the city; the expense depends on how desirable the car may be. Spectacular mid-to-late 1950s models are the most popular and it's a great way to see the sights. I shared a 1953 Ford and a 1952 Chevrolet with others in my tour group but I also used a 1956 Chevrolet sedan to get to dinner one night. I could have used a nice, but slightly battered, 1948 Chrysler, but it wasn't available at the time. A 1953 model Chevrolet took me to the airport on the way home. And our tour group used early-60s Willys Jeeps to get to the beach.

My personal favourite, however, was a 1948 Desoto convertible.



might have appeared pre-revolution, 1959. There are plenty of newer cars on the road, although I didn't see many expensive ones. But it is certainly the old American vehicles which attract all the attention. I'd guess that about 20-30% of the auto population would be at least 54 years old. These vehicles vary from those beautifully restored to (almost) original condition through to those which are greatly altered, adapted or modified a lot, crudely painted and just chugging along. There are those which have been modestly modified and kept



## MEMBERS NOTES

## CUBA –Automotive Reflections (ctd)



streets. I found long tour bus trips far from boring as I gazed out the windows watching the highways and wondering what vehicular delight would appear next. Even small towns and villages presented visions of old cars parked on streets and in driveways. I spoke to a few drivers of old vehicles at roadhouses and was grateful for having photos of my car to show them, as it “broke the ice” quickly.

So, what will happen to all this now that the Old Glory has again been raised there, the embargo proposed to be lifted and cheaper goods, cars included, about to

The driver spoke good English and told me that driving this vehicle was the quickest and easiest way to earn money for his family. He didn't own the car; that was the privilege of a rather seedy-looking old gent who clearly took most of the cash.

The majority of old cars seemed to be Chevrolets from the 1950s. The '57 model is very popular and commands very good prices just as it does elsewhere. There were also many Buicks, with the rest of the GM family clearly dominating the scene. Then there were the Fords and then Chrysler products, primarily Plymouths and Dodges, as one would expect. There were still a sizable number of cars from the 1940s, but I didn't see much in the way of pre-war vehicles. Having stated that, a fairly good 1935 Ford convertible was my second choice after the Desoto. There seemed to be little left from the '20s, although I did see a lovely 1928 Pontiac in Trinidad and a very nice 1929 Model A roadster was doing taxi service there. I noticed a number of British makes too; Ford Consuls and Zephyrs along with Austin and Morris vehicles.

I didn't see much in the way of public transport, except in the big



cities, and tourists are not supposed to use those buses. Cubans without cars have a choice of pedal-cabs and even small horse-drawn carriages, particularly in regional areas. Then there are antique trucks with the tray replaced by a big metal box adapted to carry passengers. Our group used one of these once and I can vouch for their lack of comfort.

My first excursion onto the streets of Havana had my “cardar” in overdrive and my camera ran hot for an hour or so until it didn't know what to take next. The presence of so many vintage vehicles of such variety added a wonderful ambience to the city

enter?

**Continued Page 20**

Firstly, one must realise that the Cubans are aware of their assets. The embargo led to much inconvenience and hardship, but Cuban cities were largely spared the exploitation and development which might have razed much of them in the 1960s and 70s and 80s, as it did everywhere else. UNESCO is now involved with helping to restore much of them. The Cubans also seem quite proud of their old car fleet. It represents the resilience and ingenuity Cubans have demonstrated through the years and has become a sort of social and industrial “heritage”.

## MEMBERS NOTES

## CUBA –Automotive Reflections (ctd)



not that interested in old cars. I found the history, music, food and architecture wonderful. The people are very friendly and hospitable too. So GO! GO NOW! Before it all changes too much!

*Greg Janzow.*

And Cuban cars have been expensive to buy and maintain, with not much money for the population to spend. My tour guide had just sold his Russian Lada and bought a 1957 Chevrolet sedan for \$20,000US, and then had to put a new diesel engine into it. It's in good order but it still needs a lot of work to restore it to pristine condition. After that investment, he won't part with it for just a few dollars. Besides which, it has the potential to earn money.

One of my hosts had recently bought a 1992 Peugeot for \$25,000US!! It was on blocks waiting for a part and had been there for a while. Meanwhile someone had offered him \$30,000US for it!!!

Of course, the tourists just love the cars and these vehicles are used for making money. Their images appear on all the tourist literature and on souvenirs everywhere. You can buy souvenir cars made of painted papier-mache, wood and even ceramic!

Somehow I don't think the Cubans will be giving up their



vintage cars any time soon. Or at least I hope not. My recommendation to them would be to keep as many as possible and exploit them for all they're worth! One could also point out the irony of American tourists having to pay good money to ride in their own cars!

In conclusion, I'd also recommend Cuba as your next travel destination. It's a wonderful and fascinating place, even if you're

## MARKET PLACE

### Club Clothing

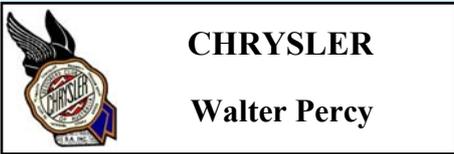
We have a large range right up to 5XL in some clothing. Check the list below or contact me by phone. If you see me at meetings I have the items in a book that you can inspect.

- Polo shirts (men's) Name extra \$7 S to 5XL \$35
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Polar fleece lined Up to 3XL \$60
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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



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Name	Plain with dual pin and clip	\$8.00
Badges are supplied by the Club when you join. But if	Plain with magnet	\$9.00
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	Clear Glaze Acrylic with dual pin and clip	\$10.00
	Clear Glaze Acrylic with magnet	\$11.00

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:

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

Plain with Pin \$7.00

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**STYLE OF BADGE** [Plain or Clear Glaze - circle one]    **PIN TYPE** [Pin or Dual pin and clip or Magnet - circle one]

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

2<sup>nd</sup> badge name..... Price.....

3<sup>rd</sup> badge name..... Price.....

4<sup>th</sup> badge name..... Price.....

5<sup>th</sup> badge name..... Price.....

**Total \$.....**

## MARKET PLACE

### NOTICE TO ADVERTISERS

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

### FOR SALE

1923 Maxwell engine sitting in a shed to give away. Loading facility available if required. Other various Maxwell parts for sale. Col Rogers Meadows SA 08 8388 3310 Mob 0414 445 354 email: colrog1@bigpond.com

1924 Maxwell parts including, drum headlights and partial dash facia with light switch and amp gauge. Martin 0437 793 715

1927-28 Dodge tourer rear mud guards (left and right hand) to give away. Bill Lorimer 08 8265 6468

1930 Dodge tourer, (see pic 3) was running a couple of years ago more photos if Required. Stored undercover at Strathalbyn SA Justin 0413 119 579.

Chrysler 52 engine, partially dismantled (fly wheel, head, manifolds, starter and generator removed). Would like to sell as is. Offers accepted. Martin 0437 793 715

1933 DP Dodge Brougham, (see pic 4) Reg. BRO 933, only known 33 short wheel base Brougham in existence, also many parts for DP including 17in tyres. \$30,000 Graham 0419 294 052

1934 Dodge DR sedan, six wheel equipment, beige colour. Full

restoration 4 years ago, runs well. (see pic 5) \$28,000 Kevin Frith 0487 405 419

1934 Chrysler CB sedan (see pic 6) needs restoration 98% complete. Spare diff, wheel hubs and gearbox. \$15,000 ono. Ross. 0404 090 344

1951 Buick sedan, excellent condition (see pic 1) \$35,000 Donald Feast 08 8738 2191 0429 368 342

1954 Dodge Kingsway sedan (see pic 2) \$15,000 Donald Feast 08 8738 2191 0429 368 342

Torque flyte transmission suit AP5/6 give away Mark Tuckwell 08 8296 5014

Borg Warner Australia kick down (automatic control) cables. Excess stock to suit; Valiant VG-CL 245 1 barrel, Valiant VG-CL 245/265 2 barrel, Valiant VE-VF 145HP, Valiant 160HP, Valiant CM 6cylinder 2 barrel. Further info. Rowell and Searle Adelaide 08 8221 6694 email: admin@unclutchables.com.au

GT Sigma parts, Gregorys GE Series manual 1978-1980 covering 1600, 1850, 2000, 2600. Near new clutch, RH front side lamp assembly, new contact set, various new gaskets including head gasket, new set perfect circle rings. Other bits and pieces, best offer Peter 08 8270 1484

Give away; large wooden carpenters toolbox (1920's), very rough almost firewood but would look good on a

buckboard. Graham 0498 485 934

1998 Mazda 626 Auto sedan. 113,000kms. Trans recently serviced, a/con regassed, new tyres, 12 months reg. Immaculate condition \$4000 Barry 0404 360 225

### WANTED

Chrysler 70 sedan window regulator, drivers door or all if available. Graham 0419 294 052

1938 Chrysler o/drive gearbox, other unwanted parts from Chrysler cars advertised for sale from Nov/Dec magazine. Could new owner please contact Michael Kelman 08 8252 0678

1970 Valiant VG L/hand rear view mirror Syd 08 8387 6486

Valiant CL/CM or VK wagon tail gate (prefer electric), LH rear and RH front doors, sports wheel centre caps, ROH mags (W35). Suzannah 0421 899 704



1



2



3



4



5



6

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