



THE CHRYSLER COLLECTOR

**Number 248
May/June 2020**

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:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Vice President:	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ah 08 8322 1715
Secretary:	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Asst. Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
Treasurer:	Alan Driver, 6 Hastings Road, Brighton 5048 08 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034 ah 0439 682 011
Assist. Editor:	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
Librarian:	Stephen Tyler, PO Box 5266, Murray Bridge 5253 ah 0432 557 937
Assist. Librarian:	Andrew Kloot, 12 Kelleway Street, Parafield Gardens 5107 0439 858 944
Technical Liaison:	Chris Howes, 4 Peter Place, Campbelltown 5074 8165 3971
Public Relations:	John Goddard, 22 Stephens Avenue, Torrensville 5031..... ah 0435 107 854
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M/ship Vehicle Records:	Sharon Gibb 18 Carroona Avenue, Modbury Heights 5092..... ah 08 8263 2908
Historic V Registrar:	Chris Bennett, Clarence Park..... 0418 802 764
Committee:	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
	Jeff Knowles, 7 Stanley Street, Hillbank 5112..... 08 8255 8671
	Ian Myers, 12 Liddell Drive, Huntfield Heights, 5163..... 0411 576 775
Federation Rep:	Alan Driver, 6 Hastings Road, Brighton 5048..... ah 8298 1194
Combined Car Clubs Rep:	Vince Isola, 4 Grigg Court, Clarence Gardens 5039 08 7007 4461
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 08 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
Catering Coordinator:	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ah 08 8322 1715

Club Tools held at: Chris Howes, 4 Peter Place, Campbelltown 5074 ah 08 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.

Website: chrysler-restorers-sa.org.au

Facebook: facebook.com/groups/chryslerclubsa

Photos: flickr.com/photos/164632874@N04/albums

The Chrysler Collector

Next Issue: Please submit material for the next issue **no later than Friday 26 June 2020. Only corrections/amendments accepted Sunday 28 June 2020.** Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 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. The magazine is available in colour on our website.



Bennett's 1938 Plymouth P6

Cover Photo

Chris & Heather Bennett's 1938 Plymouth P6 - Photo Richard Tapp at 2019 National Tour

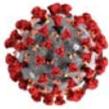
30th Anniversary photo
One day we will have another



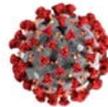
COMING EVENTS

Postponed Until Further Notice

**NO GENERAL MEETING WAS HELD ON 8/4/20
DUE TO THE COVID-19 PANDEMIC**



**ALL FUTURE GENERAL MEETINGS AND CLUB
EVENTS HAVE BEEN POSTPONED UNTIL FURTHER
NOTICE**

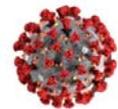


As soon as we have any updates we will communicate via our Website, Facebook Page and Email. (If you have not registered your current email address with us, please advise Sharon Gibb, The Clubs Records/Memberships Officer at

bsgibb22@gmail.com

so that we can keep you updated with any information.)

***Brenton Gibb
Runs Co-ordinator***



FROM THE COMMITTEE

President's Message



Welcome to the 2020 May/June issue of the Chrysler Collector. The 11th March 2020 was our last general meeting due to the restrictions put in place for Covid-19 pandemic. At the time of the March meeting we were not at all aware of what was to come.

I hope all our members are keeping safe and healthy and looking forward to when we can all meet again and continue our events and get together. It has been disappointing not to be able to continue with our planned events. Our runs co-ordinator Brenton Gibb will reschedule all our postponed events, including our 40th Anniversary Display Day and Presentation lunch.

Due to the restrictions in place our Registration and Membership renewal will be via post only. Please read the details of how

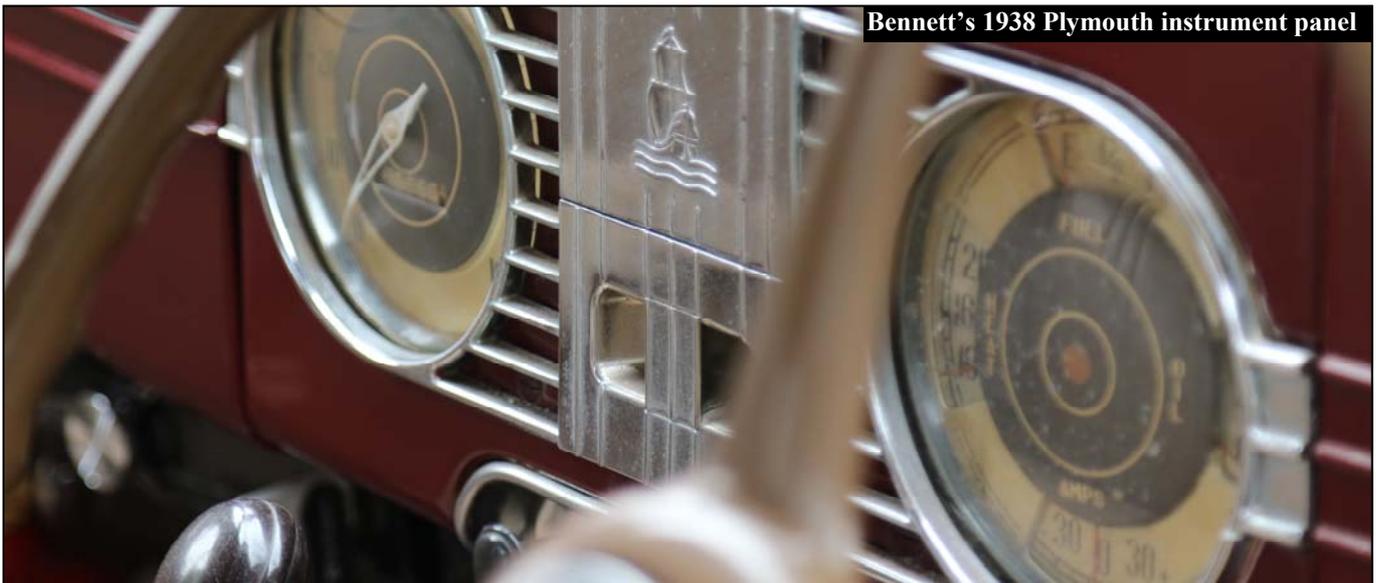
this will work in this May/June Magazine. Chris Bennett our Registrar will be handling this process pretty much by himself, so it would be appreciated if all details are followed as laid out in your membership renewal and log book paperwork which you will receive via a separate mail out.

Ann and I were talking the other day at how lucky our club was that our National Tour was last year and our thoughts are now with our Victorian counterparts who, are now having to rethink their whole vision.

We will keep our members informed of any future changes via our facebook page, website and where possible emails.

Please look after yourselves and I will see you when restrictions permit.

Greg Lind



Bennett's 1938 Plymouth instrument panel

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton and Sharon Gibb, Greg and Ann Lind, Lindsay Gibb, Chris Howes and Trevor Beythien.

Many thanks to the magazine despatch team, being Sharon and Brenton Gibb and Ann and Greg Lind,

Please submit articles and entries to the magazine as early as possible but no later than the Friday date shown on page 3.

WEBSITE STATISTICS

	Mar 20	Apr 20	Apr 19	Apr 10
Sessions	259	140	262	806
Users	200	159	175	459
Page views	522	370	599	1979
Pages/session	2.0	2.0	2.3	2.4
Average session (m:ss)	1:42	1:45	1:41	2:27
Flickr views		524k		
Facebook mbrs		500		

CLUB NOTES

Minutes of Club Meeting

The Chrysler Restorers Club of Australia, SA Inc.
Summary of minutes of the meeting held 11 March 2020 – commenced at 7:45pm

Emergency Wardens

G Lind explained emergency response plan.

90th Birthday

Ann Lind announced one of our members Trevor Kramm would be turning 90 in a few weeks. Trevor stood up and members sang happy birthday.

Apologies:

Per attendance book

New Members & Visitors

Jason Rowley – Chrysler Car Club - here to discuss All Chrysler weekend

Tim Schapel – R&S Series Valiant Car Club

Jason Rowley spoke to meeting regarding the All Chrysler Day to be held at Harts Mill, Port Adelaide on the 22nd March 2020. Jason advised at this time the government has not made any rules regarding outside events due to Covid-19, but if this happens the event may have to be cancelled. Brenton Gibb our runs co-ordinator is sending around a board at tonight's meeting to gauge how many of our members will be attending. By a show of hands approximately 20.

Sick List

None reported

Minutes Previous Meeting

Read and moved by A Lind, seconded J Goddard, carried.

Correspondence

In CCC – Re Rent, Power and Cleaning – forwarded to A Driver, Jeff Knowles apology for March general meeting, CRCA Vic Mark Fenton – club stats, Jim Dawson - resignation as Librarian of our club

Out None

Treasurer's Report

None - Treasurer not present.

Committee Reports

Runs Coordinator – Brenton Gibb spoke re future events

Editor – Richard Tapp absent - Bob Haywood spoke re sending in articles.

Public Relations – John Goddard - taking orders for badges and clothing – information on page 20 and 21 of magazine.

Records – Sharon Gibb - advised that all is going well for the Registration Day on 21st June. Renewals will be included in the next magazine – May/June edition

Librarian – Steve Tyler - all good. Training A Klute as assistant librarian.

Tech Rep – Chris Howes - all good

HVR – Chris Bennett. Chris advised meeting all going well. There has been a smooth transition between

himself and Graham McRae. Chris advised meeting he would be away for the next meeting, however he is contactable by email, see front of magazine.

Triple C – Vince Isola. The defibrillator has been moved as advised previously. Nothing else to report.

FHMC - Alan Driver absent - next meeting 18/4/20.

Past Events

Greg Lind spoke on the Fish and Chip run, a little chilly but a nice run down the coast, the views didn't disappoint. A good number attended with some deciding to dine in at the cafe and others decided to settle under a shelter and take in the sunset. Although cloudy there was some sun caught setting over the ocean.

Brenton Gibb has vowed that if he is runs co-ordinator in 6 years he will do it again and try for the perfect sunset.

General Business

Greg Lind discussed with the general meeting that the committee had approved a membership fee increase by \$5.00 across the board. Greg Lind asked members at meeting to vote on this proposal, by show of hands – the vote on fee increase was carried.

Greg Lind spoke to the meeting regarding the leaflet in this current magazine regarding our 2020 Pub Lunch/Presentation on Sunday 12th July at Wanera Wine Bar and Restaurant. Sheets will go around in coming months regarding ordering and payment. Also attached is the Ron McNair Memorial Trophy form for Club Member of the Year to be completed and returned by 19th June 2020.

Chris Howes gave us a little history lesson on the bell that Santa has used at our club's Christmas parties and for the last 15 years Neil Wormald has been the Santa ringing that bell. It was a ritual for a group of our club members to go to Bendigo or Ballarat Friday for a swap meet and drive home Saturday night. On the way home they would stop at a hotel for dinner and one of our members Keith Lucas talked the publican into giving him the bell that sat on the bar. The bell has an inscription regarding its origin. Chris Howes and Neil Wormald presented the bell to librarian Steve Tyler to be kept in a case in the library room.

Raffle

Greg Newley conducted the raffle.

Conclusion

Kevin Williams and Carolyn Harris told a joke in memory of Ron Hincks

Clean up Volunteers - Vince Isola

No Buy and Sell items.

President summarised the coming events.

Next General Meeting – 8 April 2020 at 7.45pm.

Meeting closed at 9.05 pm

CLUB NOTES

Membership and Conditional Registration Renewal



2020/2021 Membership Renewal

“PLEASE NOTE THAT RENEWALS WILL NOT BE PROCESSED WITHOUT THE MEMBERSHIP RENEWAL FORM.”

Your membership renewal has been posted to you and is due by **30 June 2020**. Please check all details (especially your mailing address and email address) are correct and amend details if necessary.

Please note these categories.

- **Email address** (good for notifying members of any updates, especially in the current situation)
- **Option to have Magazine by Email Link** (Tick box if preferred option)

FAMILY MEMBERSHIP RULE (as per the constitution)

Family membership is available to renewing members. The applicant who signed the membership form and his or her **Spouse/Partner** shall each be entitled to one vote at a General Meeting. Dependents under 18 years of age at the beginning of the financial year shall be entitled to the privileges of Family membership other than voting and holding office.

DUE TO THE SITUATION WITH THE CORONAVIRUS WE WILL ONLY BE DOING RENEWALS BY POST THIS YEAR.

HOW TO RENEW YOUR MEMBERSHIP

- **Post:** Send your Renewal Form, Log Book/s for HVR, and Cheque Payment or EFT Receipt in enclosed envelope to: Chrysler Restorers Club of Australia SA Inc, PO Box 667, PLYMPTON SA 5038
- We have enclosed a self-addressed envelope for you to place a stamp on so that we can return your log book/s (for HVR), your Receipt and Membership Card/s.
- **EFT Payments** can be made to: Chrysler Restorer’s Club of Australia SA Inc.
BSB: 065 151 Act No. 00900500. **(PLEASE USE YOUR MEMBERSHIP NO. AND NAME AS A REFERENCE.)**

Membership renewals WITHOUT Historic Vehicle Registration (Check Boxes)

- *Renewal Form – checked, amended if necessary, signed and dated*
- *Payment (Cheque or EFT Receipt)*
- *Self Addressed Envelope with Stamp*

Membership renewals WITH Historic Vehicle Registration (HVR) (Check Boxes)

- *Renewal Form – checked, amended if necessary, signed and dated*
- *Payment (Cheque or EFT Receipt)*
- *Logbook/s*
- *Self Addressed Envelope with Stamp*
- Late Renewal of membership with HVR will incur a \$20.00 administration fee

**Any questions regarding HVR please contact: Chris Bennett: 0418 802 764
Email: chrisbennett20151@gmail.com**

CLUB NOTES

Changes to Membership Fee and Renewal Procedure

Membership fee changes

At the February committee meeting it was proposed that a \$5.00 increase in membership fees across the board be applied to 20/21. This proposal was carried by committee and brought to the March general meeting for approval by club members in attendance. By show of hands the price increase was carried by members.

This price increase will help to counteract increased postal charges as well as using extra money for benefits for members, including subsidised events.

The price increase comes into effect for the 20/21 subscriptions –

Metro single	\$35.00
Metro family	\$40.00
Country single	\$25.00
Country family	\$30.00



Changes to Registration Day Procedures

Please Note:

1. **All** membership renewals and log book authorisations will be done via POST only.
2. **All** members will receive a separate letter containing your membership renewal form and information on how to complete, pay and post your renewal forms and log books to our club's post office box.
3. **Payment will be accepted by EFT or cheque only.** Please attach a remittance advice if paying by EFT or attach your cheque to completed membership form and post with any log books.
4. **Any replacement log books will be free of charge.**



Bennett's 1938 Plymouth bonnet ornament

RESTORATION STORY

VH Charger #37

VH CHARGER RESTORATION

This restoration story relates to a 1971 Valiant Charger 770 fitted with a 265 cubic inch Hemi engine coupled to a 3 speed floor shift manual gearbox. It is running on factory fitted alloy road wheels. The body number is 37 which means it was produced on the 1st or 2nd day of production at Tonsley Park. It would have been available for purchase at a dealership on the release day to the public in August 1971.

The paint colour was Citron Gold with parchment vinyl seats, carpet and trimmings.

We were operating a used car business from the 1980's onwards and purchased the car in February 1996. It was a South Australian vehicle bearing the original registration number and it came to us through a vehicle wholesaler. There was no previous service history with the car but the last registered owner resided in the Adelaide Hills.

The car was nearly 25 years old when we got it

and as expected it was starting to show its age. The colour combination was not particularly striking even when new so we thought some changes should be made. This entailed replacing the parchment interior with black which was an option with the citron gold exterior. Wow!! What a difference that has made. It also meant replacing the complete set of seat belts.

Restoring commenced with the removal of all the mechanical parts, except the wheels and stripping the body to just the metal shell. Some rust was evident in the usual areas of the body - rear quarters, RH chassis rail etc. The rail was professionally repaired and we replaced the necessary body panels in our workshop. Quite a number of the required panels are being reproduced which helped considerably with the repair. Repairs now completed, time to strip the old paint, prime, undercoat and apply lots of finish coats of acrylic paint.

Body rubber seal kits have also been reproduced and we fitted them to the doors, boot, bonnet and



RESTORATION STORY

VH Charger #37 ctd



RESTORATION STORY

VH Charger #37 ctd

glass areas of the vehicle. A new windscreen was also fitted at the same time. Just prior to fitting the screen the heater was checked and a replacement radiator core was installed in it at great expense.

On to the mechanical work on the engine, brakes, steering etc. The engine, once dismantled was found to have excessive wear in the cylinders and required a rebore. The camshaft and hydraulic lifters were also badly worn. Fortunately, a fellow club member had earlier kindly donated a spare engine or two and that gesture saved the day for us. The first one we inspected was in very good condition, only requiring new piston rings and we also fitted new big end bearings as well. Whilst dismantled a new camshaft, lifters, timing gears and chain would ensure many years of reliable service. The cylinder head was then reconditioned and the engine is now complete. The clutch was almost new but the flywheel showed some wear and was machined.

With the engine now rearing to go we had to make sure we could stop the beast so a brake overhaul was next on the list. The vacuum booster was sent for overhaul and the master cylinder also needed attention. It had previously been bored and resleeved with a stainless steel insert so it only required a new rubber kit. New rear wheel cylinders were fitted and the front disc brake assemblies were overhauled. The rotors were also machined to ensure no steering vibration occurred when applying the brakes.

The front suspension bushes and ball joints were replaced as required, and new shock absorbers were fitted to the front and rear. After fitting new tyres to the newly polished mags it not only looks great, but it is now a dream to drive.

The exercise was so time consuming but the reward is evident in the finished product. HEY CHARGER

Brenton and Lindsay Gibb

Photos: Brenton Gibb



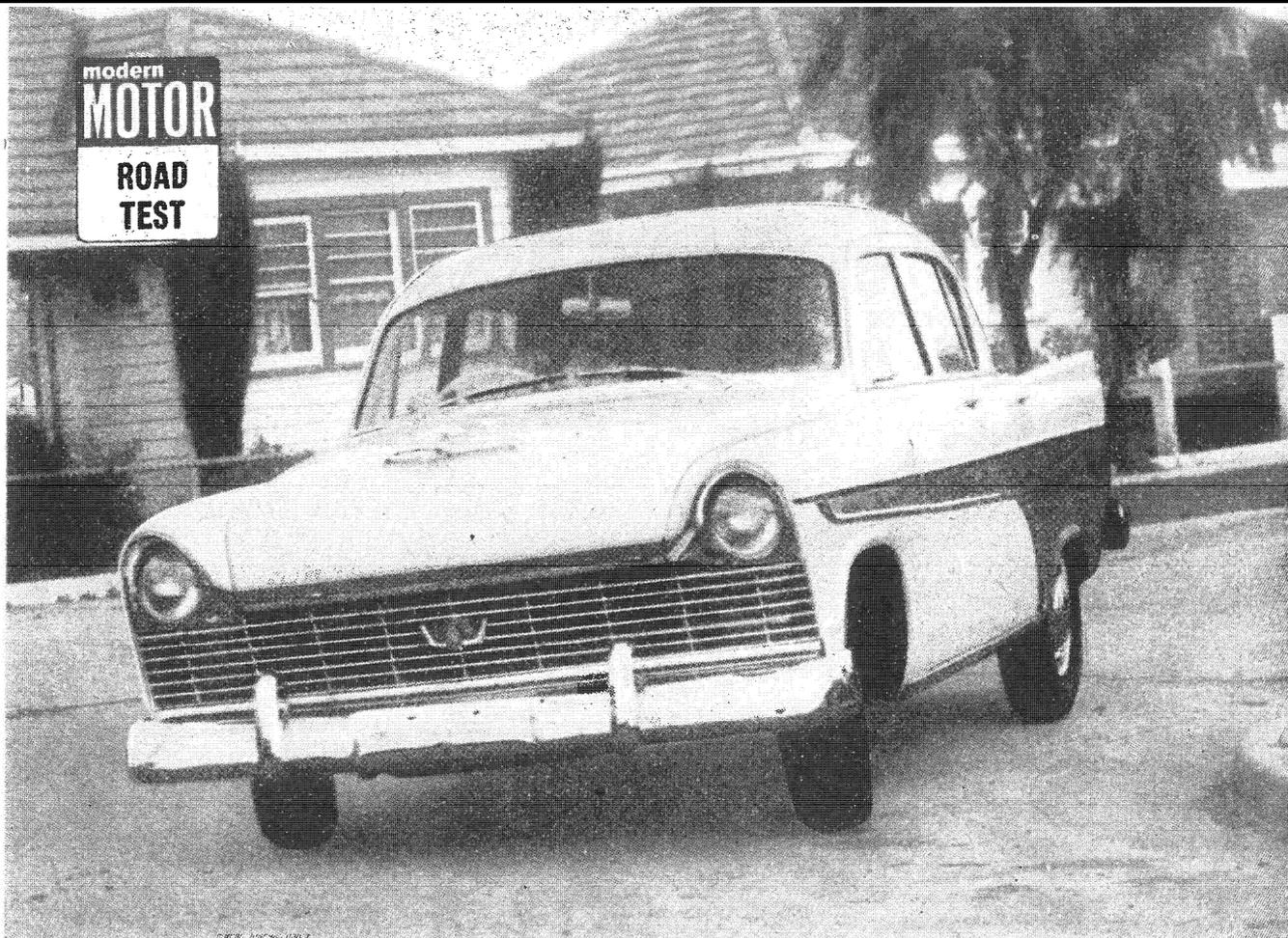
RESTORATION STORY

VH Charger #37 ctd



OUR MOTORING HERITAGE

Chrysler Royal AP1



ONE UP FOR CHRYSLER

TESTING a car before its official release can be an exciting business. I found this out recently, while driving the new Chrysler Royal a week before it was announced.

I thought I'd have to go to Adelaide for the job, but Chrysler's enterprising Melbourne distributors, Canada Cycle Co., let me sneak out with a disguised and badgeless car.

How successful this deception was I couldn't say. Driving through Melbourne at 2 a.m., every person I passed spun round to stare after the car.

Once, when I stopped for a traffic light, a group of six night-owls chatting on the corner came over to ask: "What the hell've you got there, mate?" And before I could fob them off, one said: "Gee, it's that new Chrysler!"

Later that morning, getting out to

our test strip, we had even worse luck. We passed a carload of people on the way, and when we reached the strip we found they'd followed us. It was like giving a crack racehorse its final test gallop before the Melbourne Cup.

So, in fairness to the Canada Cycle boys, who had urged us to strictest secrecy, we did what the racehorse owner would have done. Having got our essential standing-quarter, flying-quarter and 0-50 acceleration times, we packed up and left the strip in an almighty hurry, soon outdistancing the busybodies who had tried to follow us again.

If we had carried out the usual full range of acceleration tests, with all the stopping and starting, someone might have sneaked up with a camera, sold the picture to the papers, and jumped the gun on the Royal's

official release date, which we had promised to respect.

Had it been just another new model story, we might have taken a chance. But in this case there was a real need for secrecy, because the news was far bigger than that.

As you probably know by now, the new Royal marked a complete change in the production of Chrysler Australia. With its appearance, the firm dropped the three famous makes of Plymouth, Dodge and De Soto to concentrate on one car only — the Chrysler Royal. Naturally, they were anxious to break the news themselves.

Three Models

The Chrysler Royal comes in three basic models: with manual gearbox, with overdrive and manual gearbox, and with Powerflite automatic transmission, controlled by push-buttons.

OUR MOTORING HERITAGE

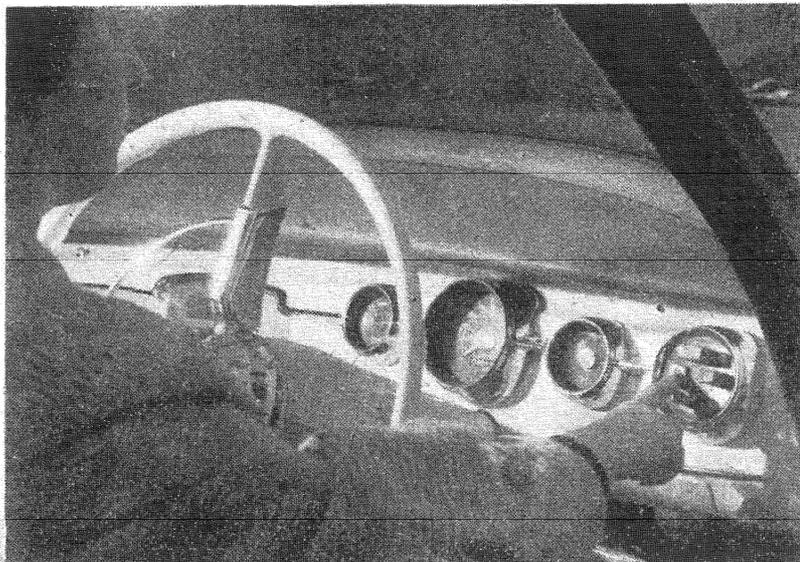
Chrysler Royal AP1 (ctd)

Styling is new to Australia, although most of its features have been seen in U.S.A. since 1955.

Mechanically the three Chryslers are identical to the last model in the previous Dodge, De Soto and Plymouth ranges.

The cars with manual gearbox have a six-cylinder side-valve engine of 230 cu. in. capacity, developing 115 b.h.p. at 3600 r.p.m. The Powerflite has a similar engine, bored out to 250.6 cu. in. and turning out 117 b.h.p. at 3600 revs.

Perhaps the most interesting thing about Chrysler's reorganisation is that when their new £500,000 engine plant at Adelaide starts production in September, their cars will be as all-Australian as GMH's.



More than 90 percent of the car is made here now, but engine castings at present come from England and sometimes Canada.

Fully Automatic

The car I tested was the fully automatic model with Powerflite push-button transmission. Let's talk about this first.

The push-button panel on the right of the steering wheel controls perhaps the smoothest automatic drive in production.

The standard Drive, Low, Reverse and Neutral ratios are selected by pressing a button instead of moving a lever through a quadrant as on earlier Powerflites. All the rest of

TOP PHOTO: Automatic transmission is first in Australia to offer push-button control. **ABOVE:** Interior is huge, well finished and comfortable.

New Chrysler Royal is a real luxury car—and its optional automatic drive is one of best on the market, reports Bryan Hanrahan

TAILFINS, though not as extreme as on latest U.S. models, are still startling enough to attract lots of attention on Australian highways.



via Chris Howes

OUR MOTORING HERITAGE

Chrysler Royal AP1 (ctd)

the work is done by the two-speed epicyclic gearbox driving through a torque converter.

The change up from low to high is almost impossible to detect, except under hard acceleration.

It's the same story with the down-changes—unless you use the kick-down mechanism, operated by flattening the accelerator pedal and tripping a switch on the toeboard. This provides very respectable acceleration in a hurry, over a speed range of 5 to 50 m.p.h.

We've been talking about the Drive range, commanded by button D. The button marked L keeps the transmission in the lower gear. You can get a piece over 50 m.p.h.

I noticed on the manual gearbox models that clutch and brake pedal travel is still over-long and awkward. The automatic car, of course, has no clutch pedal, and brake pedal travel doesn't worry you nearly as much.

Lively, Simple Engine

The Chrysler is quite a lively car. From a standing start, 50 m.p.h. comes up in 11.2 seconds; true maximum speed is 92 m.p.h.

The classic side-valve six pushes out its 117 b.h.p. without fuss, and quietly.

You may moan because there isn't a more powerful and fashionable V8. I don't agree.

This motor develops quite enough willingness for the Chrysler's handling characteristics, and it won't run up half the maintenance bills of a hot V8.

The reputation for long engine life built up by American cars was founded on side-valve sixes.

The 7.25 to 1 compression, moreover, will tolerate standard fuel with only slight power loss. You can't get a trace of ping with super.

The engine is utterly simple if you want to tinker, and there's enough room for a mechanic and his tools in the engine compartment.

Road Behavior

Generally the ride is even. There's no pitching, and average-to-poor surfaces don't bother it at all.

On really rough going the Chrysler bottoms fairly easily, but the rear wheels seldom lose traction. Driven with a little consideration, the performance is more than satisfactory.

Cornering's another matter. Despite an anti-roll bar up front, the car leans out of bends at a considerable angle—and the front end is the main offender.

The low-geared steering, necessary for parking, doesn't help either. Four turns lock-to-lock is not sufficiently responsive.

The Chrysler is an ideal application for power-steering, which is available as an extra.

MODERN MOTOR — August 1957

MAIN SPECIFICATIONS

ENGINE: Six-cylinder, side-valve; bore 3in., stroke 3.2in.; capacity 250.6 cu. in. (4106 c.c.); compression ratio 7.25 to 1; R.A.C. rating 28.3 h.p.; maximum b.h.p. 117 at 3600 r.p.m.; single downdraught carburettor, mechanical fuel pump, 6v. ignition.

TRANSMISSION: Single dry-plate clutch, two-speed automatic transmission; spiral bevel final drive, 3.54 to 1. ratio.

SUSPENSION: Front independent, by coils and wishbones with anti-sway bar; semi-elliptics at rear; telescopic shock-absorbers all round.

STEERING: Worm and peg, 4 turns lock-to-lock, 42ft. turning circle.

WHEELS: Disc-type, with 7.00 by 15in. tyres.

BRAKES: Hydraulic, servo-assisted.

CONSTRUCTION: Separate chassis, pressed-steel body.

DIMENSIONS: Wheelbase 8ft. 6in.; track, front 4ft. 6in., rear 4ft. 5½in.; length 15ft. 10½in., width 6ft. 1½in., height 5ft. 4in.; road clearance, 7½in.; seat widths, 51in. front, 50½in. rear.

KERB WEIGHT: 32½cwt.

FUEL TANK: 15 gallons.

PERFORMANCE ON TEST

CONDITIONS: Fine, mild, no wind; smooth bitumen, two occupants, premium fuel.

MAXIMUM SPEED: 92 m.p.h.

FLYING quarter-mile: 92 m.p.h.

STANDING quarter-mile: 20.2.

ACCELERATION from rest through gears: 0-50 m.p.h., 11.2s. (other accel-

eration tests abandoned because of need for secrecy—see text).

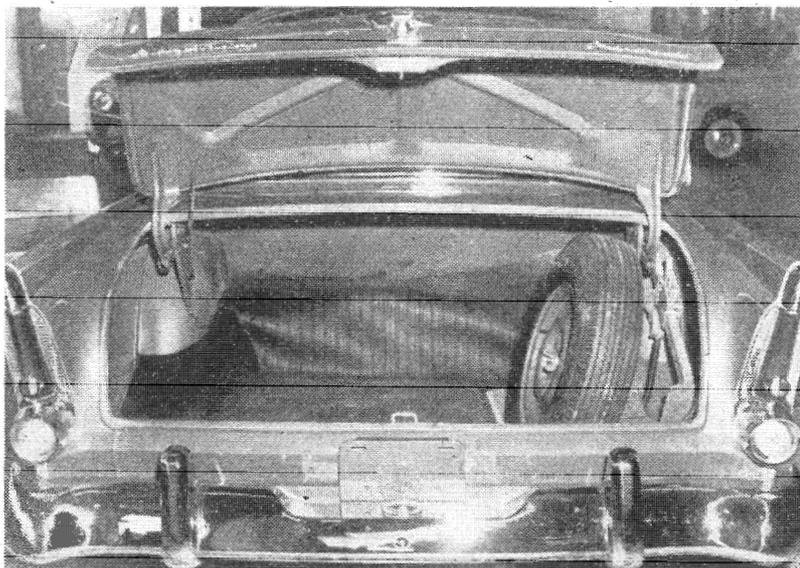
BRAKING: 32ft. 10in. to stop from 30 m.p.h.

FUEL CONSUMPTION: 26 m.p.g. at steady 30 m.p.h., 16 at 60, 17.1 overall.

SPEEDOMETER: 2 m.p.h. fast at 30, 6 m.p.h. fast at 60, 8 m.p.h. fast at 90.

PRICE: £2094 including tax

(Test car's price includes push-button drive and power brakes. Standard model costs £1896, with extras as follows: Overdrive, £79; power brakes, £23; power steering, £93; push-button drive, £174.)



BOOT is vast—has 35 cu. ft. of luggage space under counterbalanced lid.

I must add, though, that the car is quite stable. The tail takes a lot of provocation before it will break away. When it does break, the movement is gradual and easily corrected.

A Flashback

Hammering along the test strip, I was reminded of my oddest experience with a test car.

I couldn't keep my eyes off the temperature gauge, because some three years ago a Dodge blew a

welsh plug from the cylinder block on that same stretch of road.

The car was doing about 90 m.p.h. on a speed run when we heard a dull thud from the engine. Nothing apparently was wrong; the Dodge didn't hesitate. Then I couldn't find the needle on the temperature gauge—it had swung right off the clock.

We stopped in a cloud of steam coming from the engine block. A wooden plug cut from a fence and

(Continued on page 69)

via Chris Howes

21

OUR MOTORING HERITAGE

Chrysler Royal AP1 (ctd)

moved, the three countersunk screws are slacked, the shoe turned a little, then lifted off. When removing the hubs, an extractor is required to draw off the outer portion. Remove the grub-screw on the outer section before attempting to draw the hub off. With the outer hub off, the axle nut and split pins are exposed for easy removal. With the nut off, the outer hub is replaced by pulling it on with the wheel nuts; the complete assembly is then lifted off with the extractor.

A point requiring continual care is the radius rod and anchorage of the front axle and spring assembly on the transverse-springs type chassis. The anchor for the radius-rod ball and pin is just below the gearbox, ahead of the first cross-member. The torque tube anchorage at the rear of the propeller shaft also needs periodic attention, and has a screw adjustment which must be correctly set and maintained. If a bumping noise is heard at the rear when the drive is taken up, it will mean the torque tube anchorage is slack. • • •

ONE UP FOR CHRYSLER

(Continued from page 21)

hammered into the welsh-plug hole got us home—after we'd waited a couple of hours for the engine to cool enough to put water in it again.

Driver's Angle

But back to the Chrysler Royal. The driving position is comfortable, not the least contributor being a central armrest in the front seat.

There's every instrument you need. The minor controls are a bit untidily scattered along the bottom of the dash.

A bad feature is the front ash-tray, located directly above the umbrella-type parking-brake handle. The tray pulls out like a drawer, and if you apply the handbrake while it's in the open position, the sharp edge is likely to skin your knuckles.

All-round vision is good. The screen pillars are slim for a big car. About the only function of those big, new tailfins is to help you when reversing to park: they indicate accurately how you're placed.

The test car had power brakes (an optional extra). Very good, but liable to fade with punishment.

Fresh, they pulled up the 32½cwt. saloon in a comforting 32ft. 10in.

Fuel tests were impressive, too: 17 m.p.g. for the 240-mile test is good going. I'd say about 20 m.p.g. for normal driving.

Once again you can thank a simple,

good old-fashioned engine for a part of this.

The petrol tank filler, however, is one of those horrible horizontal things—and not wide enough to take full flow from a pump.

Finish is good. Upholstery, assist straps, armrests and head-lining are fitted with care.

There's a neat pilot light over the ignition and starter switch lock that cuts out key-stabbing in the dark.

Six people can loll around on the wide bench seats. The boot is cavernous.

A small but important part of the Chrysler is its safety rims, fitted as standard equipment. They are de-

signed to prevent a tyre being torn from the wheel in a blowout.

Even completely deflated tyres are held in place by retaining humps around the rim of the wheel.

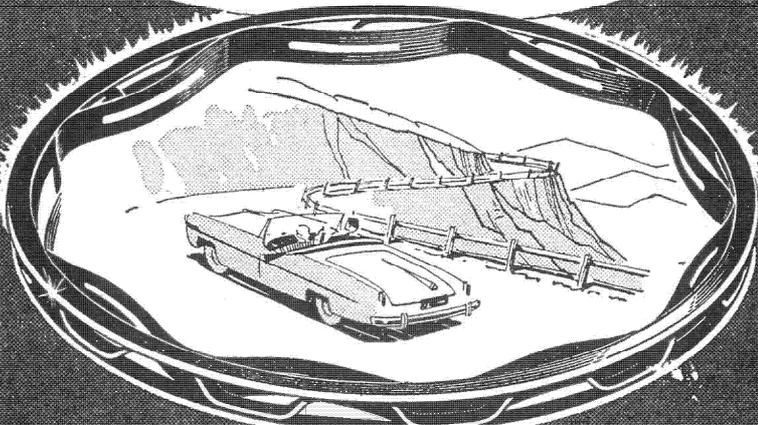
In a blowout the driver has a chance of controlling his car and keeping it on the road. And, in emergency, the flat can carry the driver quite a distance before the tyre is finally ground off the rim.

Overall, I liked the car as an example of a big, tireless and comfortable American-style vehicle. And I'm sure that those motorists who remember the pre-war Chrysler Royal as the luxury car of the firm's range will be glad to see the name revived here after a gap of almost 20 years. • • •

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FROM THE ARCHIVES

The life of a 1940 Plymouth

Trevor Beythien has gone through back issues of our magazines and selected articles worthy of repeating. Thank you Trevor. This is from Jan/Feb 2003, issue 144.

Richard Tapp

Issue 142 had Alan Toull's painting of Dave and Gaye Aylett's 1940 Plymouth on the front cover. This led to us receiving a copy of an article about another 1940 Plymouth. Ed

In the late 1930s approx 50% of all new cars coming to Broken Hill motor dealers were shipped here by rail from Adelaide, the remainder were driven over the dirt road, a distance of 335 miles.

This new Plymouth was loaded onto the train in Adelaide, destined for Broken Hill, and to protect the new cream paint against smoke from the steam engine, a soft cover was placed over the car. At Terowie, all rail goods were transhipped from the broad gauge to narrow gauge track which ran to Broken Hill. The Plymouth was loaded onto a flat top truck, along with an old Chevrolet. The Chevrolet was a 1934 model, quite shabby in the paint. The railway worker must have been a Chev man, as he covered the Chev with the soft new cover, and for the Plymouth, he dragged a grease covered, old, rough tarpaulin over it.

When my father, (from H. Lord & Son, Chrysler dealers) unloaded the Plymouth in Broken Hill, he couldn't believe his eyes. Paint rubbed off and scratches everywhere.

The Plymouth was repainted in Broken Hill and placed on the show room floor in January 1940. This was the last new car of any make to come to Broken Hill by rail. All cars were driven by all dealers for the next 20 years.

By early 1940, World War 2 was using as many American cars as could be produced in Australia. The federal government passed a law on a Thursday night, late in February 1940, proclaiming that all new motor cars and trucks not sold and registered in the owner's name by Friday of the same week would be impounded by the Australian military.

My father had in stock 3 Plymouths, 4 Dodges and 1 De Soto car, also 2 Dodge 3 ton trucks. By 10 am, following the ABC news of the previous night, all vehicles except the cream 1940 Plymouth had been sold. My father's quick thinking then, that there will be no new American passenger cars for 5 or more years, had the company buy the cream Plymouth itself.

How right he was. There were no more new cars, of any type, until 1946. The Zinc Corporation bought 2 Plymouths, 2 Dodges and a Dodge truck; Broken Hill North 1 Dodge car and a Dodge truck; the Central Power

Station, 1 Dodge car and a Dodge truck. The De Soto went I know not where. Who ever got it was very lucky. I believe that the South Mine took all the Chevrolets that were in the local dealership.

One of the new Plymouths bought by the Zinc Corporation, a blue one, was rolled over by one of the managers in the first few weeks. I believe he lost his job. Even then, body parts were very hard to get; the blue Plymouth stayed on at the mine until 1949.

After the war, cars started to roll off the assembly line in 1946, but very slowly. Dealers had orders for new American cars in the hundreds. A dealer would not get a car for himself, as he had to wait until all orders had been filled.

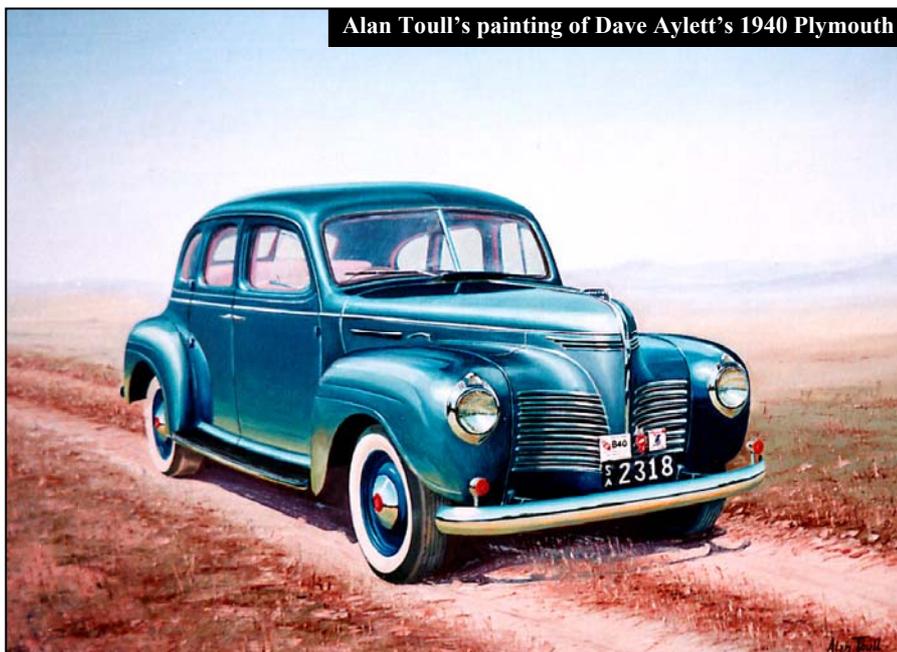
The 1940 Plymouth was used by my family throughout the 1940s. It covered most of Australia, thousands of miles on dirt roads. The only thing to give any trouble was a water pump leaking near Cobar, I think about 1949. My dad was changing the water pump and I thought that I was helping, but my help was not required and he told me to #\$&* off.

In 1952 H. Lord & Son received its first replacement car, a brown Plymouth. American cars were still hard to obtain. Chevs, Buicks, Dodges, Packards etc were sold on the black market for three times the new price. Some dealers did this, but were out of business by the mid 1950s when cars started to flow again.

However, our new 1952 brown Plymouth was not to last. The North Mine, needing new cars and trucks, found out that we had the Plymouth, and the deal was the request from the mine manager: "You sell us the new Plymouth and we will buy 3 utilities and 3 Leyland 5 ton trucks. So the Plymouth was sold.

By this time, our 1940 Plymouth had travelled well over 100,000 miles, and still going like new. Another two years later, the replacement car arrived, and stayed, a blue 1954 Plymouth. (This car has "come home" but that is another story)

Alan Toull's painting of Dave Aylett's 1940 Plymouth



FROM THE ARCHIVES

The life of a 1940 Plymouth (ctd)

We kept the 1940 until 1955, and sold it to Tom Dyeball, a science master at the Broken Hill high school. It was like losing part of a family after having the Plymouth so long. In 1956 Tom had a smash with it, the left-hand mudguard and grill. My father took it worse than Tom did. The car was repaired using new parts, and Tom used the car and until 1960 when he sold it. He also had it repainted cream and light green. After it was sold I lost all trace of it. I think it "went bush" for a while and "had a real belting"

One afternoon in 1966 I was driving down a laneway in North Broken Hill, and there in a backyard was a beat up 1940 Plymouth. I went back and had a look and "yes" it was our 1940 Plymouth -- what a mess! No wheels, all glass broken, dash wrecked, floor rusted out, no spark plugs in engine, back mudguards smashed in and boot lid crushed. A rough looking chap came out of the house, surrounded by rubbish and junk. He looked like he hadn't had a wash for years. Looking at the car, he said "If you want it, you can have it mate." I thanked him and told him I would think about it.

On telling my father and showing him the old car, he said "We should bring it home for old-time sake, so as nothing else can happen to it." I bolted some wheels onto the old car, jacked it up, and it was soon on the trailer. What a different way to bring it home this time, 26 years later. It was parked in the corner of the yard and that's where I thought it would stay.

As I explained before, new cars in 1940 were very rare, being made only in January and February, so finding parts for these models would be like trying to find a needle in a hay stack.

While on a rally in 1968, coming round a bend near Murray Bridge, there sitting behind an old shed was a 1940 Plymouth. That was the end of the rally for me! Back to the shed for a look-see. It was smashed in on one side, 28,000 miles on the clock and complete. I found the owner and he told me that that he had bought it from old chap Adelaide who had smashed it. The mileage was correct. The engine had been taken out and

used in a hot-rod, which he still had! After much talking I bought the Plymouth and the hot-rod. Two trips down to Murray Bridge later, the Plymouth was home.

The restoration of the Plymouth took two years. The chassis from the family car was used; the other was bent. The front half of the sedan body was used, joined at the centre door pillars through the roof. All the floor pan from the parts car was used, along with the left doors and boot lid. As the engine from our car was full of water, the other engine was rebuilt.

As the grills in both cars were wrecked beyond repair, I made all the painted bars, and found the chrome once, all over Australia. Hub caps were hard to find, three coming from the USA.

Since the car has been restored and back on the road, it has travelled 15,000 miles, taking in six interstate and two Chrysler national rallies. A car that was bought on account of the war, turned out to be a good servant, and will never leave the family again.

Bruce Lord

The following story followed Bruce's in the magazine in which it was originally published and was signed by "Ed" - but I don't know who that Ed was.

IT'S NOT WHO YOU ARE - IT'S WHAT YOU ARE.

To be a medical practitioner in Australia after the Second World War was more than an opportunity to heal the sick. It also carried the privilege of being able to get a permit to buy a new car as an essential user. Cars were, in effect, rationed. Businesses came under the same category, although they had a better chance of being permitted to buy a truck or some other commercial vehicle.

The situation was to last for several years, and even then it was difficult, if not almost impossible, to buy a large American car. The Australian government did not want to trade in American dollars. In the late 1940s, about half of Australia's motor transport was American and about half of that had reached the replacement stage but American car distributors were not taking orders. The

alternative was to buy a used car; consequently, the prices for second-hand American vehicles skyrocketed.

Local manufacturers had resumed production as soon as they could. Holden bodied Chevrolets and other General Motors makes were coming off the assembly in mid 1946 but demand exceeded supply. If a buyer took delivery of a new Chevrolet in 1949 it was probable that he had ordered it four years earlier. In the same year, Ford Melbourne distributors were only accepting orders from previous Ford owners.

As is, in most cases, and boys being boys about things motor car, this ultimately lead to finding ways to cheat or abuse the system. Usually, or in most cases, the loser was the genuine everyday, common garden variety motorist, who played by the rules. It gives credence to the old adage -- nice guys don't win.

An example of doctor abusing the privilege occurred in 1947 when a local doctor, while in Adelaide, went into the Waymouth Motor Company. He was informed that a De Soto had been allocated for delivery to a gentleman in Broken Hill, who had ordered it four years previously. The doctor then informed the Motor Company of his status and commandeered the De Soto, using his medical privilege, even though he already had a perfectly good American car. The poor, common garden variety motorist had to wait a further 12 months, and pay an extra 100 pounds, quite a lot of money in those days. He took delivery of his new car, late in 1948.

Another example of bucking the system occurred when a Broken Hill man, who had ordered a Chrysler straight after the war, had a car allocated to him in 1952. By that time, he no longer wanted the car. Rather than relinquish the Plymouth, he took delivery of it, and without even registering it, sold it at a greatly inflated price, in what was a seller's market.

How come, when I go to sell a car, it's a buyer's market, and if I go to buy one, it is always a seller's market? I must be one of those common old garden varieties, that you see just hanging around motor cars. Oh well, Ed

PAST EVENTS

Bennet's 1938 Plymouth P6



Bennett's 1938 Plymouth P6

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1939 Dodge D12 7 seater limousine. See <http://collectableclassiccars.com.au/private-sellers/dodge-d11-limousine>



Items suitable for any Plymouth, Dodge or Desoto vehicle, 1942 - 1949: Recently cleaned and crack-tested head

(\$260), two thermostat housings (\$20 each) and a water pump (\$75). Mark Tuckwell, 0408 809 049.

1952 Plymouth Cranbrook. Vehicle has undergone a body-off restoration, with many parts either refurbished or replaced. Completed work includes rust removal, brakes, chassis, tyres, king pins, rear springs, valve grind, dashboard, wiring loom (upgrade to 12V, not fitted), hood lining (not fitted), radiator, water pump & flow tube, cleaned and crack-tested head. Engine last ran in 2011. Body has been fitted to the chassis, but vehicle requires reassembling of interior, engine accessories, wiring, windows/glass, bumper chroming and a complete re-spray. Receipts and photographs available. Vehicle is located in Victor Harbor. Asking \$10,000. Mark Tuckwell, 0408 809 049

2 Chrysler Royal wheel rims and 2 hub caps. Greg Newley 8298 2586

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