



# *THE CHRYSLER COLLECTOR*



Number 132

January / February 2001

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,  
SOUTH AUSTRALIA INC.

Standard advertisements for inside front and rear covers held by 4 Hour Printing.

# 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

City single \$22.50 - City family \$27.50 - Country single \$15.00 - Country family \$17.50  
Fee is for a calendar year. Membership ceases if not renewed by 31 March of following year.

## Club Officers

<b>President:</b>	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162.....	8387 0419
<b>Vice president:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 .....	8251 3240
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024 .....	8356 9391
<b>Asst. secretary:</b>	Steven Fisher, 15 Addington Avenue, Surrey Downs 5126.....	8251 3575
<b>Treasurer:</b>	Alan Driver, 1 McConnell Avenue, Marino 5049 .....	8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034 .....	8271 6961
<b>Assistant Editor:</b>	Catherine Woods, 8 Peter Place, Campbelltown 5074 .....	8165 3971
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere, 5073 .....	8337 7887
<b>Librarian:</b>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 .....	8251 3240
<b>Technical liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	8264 2261
<b>Sales/Property:</b>	Trevor Fisher, 15 Addington Avenue, Surrey Downs 5126.....	8251 3575
<b>Public relations:</b>	Beverley Dart, 67 Australian Avenue, Clovelly Park 5042.....	8277 6115
<b>Run coordinator:</b>	Chris Howes, 8 Peter Place, Campbelltown 5074 .....	8165 3971
<b>Historic Vehicle Registrar:</b>	Ross Bryant, 12 Alma Street, Panorama 5041..... (central and fax <u>out</u> only)	8277 8220
<b>Committee:</b>	Carole Barnes, 21 East Avenue, Millswood 5034 (raffle prizes) .....	8293 7923
	Ken Barnes, 21 East Avenue, Millswood 5034 (raffle prizes) .....	8293 7923
	Les Kennedy, 5 Shelley Drive, Paralowie 5108 (property).....	8258 9594
<b>Federation Rep:</b>	Jim McLachlan, 7 Austral Avenue, Morphettville 5043 .....	8294 2992
<b>Triple 'C' Rep:</b>	Murray Bryant, 3 Lucas Street, Richmond 5033 .....	8443 9967
<b>Assistant Historic Vehicle Registrars:</b>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165..... (south)	8382 3982
	Geoff Glynn-Roe, 6 Gully View Court, Wynn Vale 5127 .....	(north) 8264 7264
<b>Public Officer:</b>	Barry Maslin, 11 Walthamstowe Road, Old Noarlunga 5168 .....	8386 2931
<b>Assistant Librarian:</b>	John Richards-Pugh, 12 Butler Crescent, Banksia Park 5091 .....	8264 8340
<b>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073.....	8337 7887
<b>Note:</b>	The Club tools are held at Murray Bryant's. If away, Ross Bryant will have key.	

**Copyright** All material published in The Chrysler Collector is the copyright of the author of the article. It may be copied for publication in other club newsletters if for club use only. If the article is to be published for commercial gain, the written permission of the author of the material is required

## Coming Events

### Club Meetings

**Wednesday, February 14, 2001**

Annual General Meeting

**Wednesday, March 14, 2001**

Log book renewals - Ross Bryant et al.  
Videos of U.S. rallies & natter.

### Club runs/events

**Sunday, January 28, 2001**

Ray Miels Memorial Breakfast Run -  
Brenton Hamilton

**Saturday, February 17, 2001**

Bowling at Marion Bowl Land. Meet at  
6.30 pm for a fun evening. Ross Fleming

**Sunday, February 18, 2001**

All-American Day Car Show. Immanuel  
College, 32 Morphett Rd., Novar  
Gardens, 10am-4pm.

**Sunday, March 11, 2001**

Old Noarlunga to visit Musket & Muzzle-  
loading Gun Club.

**Saturday/Sunday, March 24-5, 2001**

Melrose & Booleroo Centre Camp-out.  
Malcolm & Gail Dubois

**Wednesday-Saturday, March 28-April 1, 2001**

Adelaide Motor Show - CRC to have  
working display.

### Invitation/Other Clubs' events

**April 19-29 2001 in Canberra**

Federation 2001 Commemorative Tour.,  
Jim McLachlan, 7 Austral Terrace,  
Morphettville SA 5043.

**May 14-21, 2001**

Kernewek Lowender Cavalcade of Cars.  
Norma Schopp organising CRC  
contingent

**September 30, 2001**

Bay to Birdwood Classic run (*we  
apologise for this date being wrong in the  
last issue*)

**September 30 - October 6, 2001**

9th National Chrysler Rally in Adelaide

### Swap Meets

**January 21, 2001** - Hahndorf Oval

**February 23-25, 2001** - Ballarat

**March 4, 2001** - Campbelltown

**November 17-18, 2001** - Bendigo

**November 26, 2001** - Daws Road

## Cover Stories

**Front:** Trevor Unsworth's 1927 Chrysler 60 roadster shown on display. Trevor is one of our more recent recruits - a very nice vehicle. Is there a restoration story here?

**Back:** We have it on good authority, and I believe it was our President who said it, but this is a cut down Toyota Crown! Admittedly it has nothing to do with Chrysler products, but interesting just the same.

## A Recent Restoration



In the last issue, we featured the restoration story written by Lyn & Michael Buxallen, but did not put in photographs of the Fast Four. At left, we see it in its glory at the end of the restoration, just in time for the Dodge 4 National Rally.

### **TECHNICAL HELP FOR NEW MEMBERS**

If you are a new member seeking any sort of technical information about your vehicle, there are likely to be others in the Club who can help. Please contact Technical Liaison Officer Graham Bailey (address and phone no. on page 3) who can put you in touch with appropriate people.

## Coming Events

### Ray Miels Memorial Breakfast Run

**Sunday, January 28, 2001**

This is our first run of the new Millennium!  
Meet at CCC rooms at 7.00 am for 7.30 start.

Please bring own breakfast, i.e., your choice of food, tables, chairs etc. BBQ available.

*Brenton Hamilton*

### Annual General Meeting

**Wednesday, February 14, 2001**

Our next general meeting on February 14 is also our AGM when our Club Office Bearers will be elected for the next 12 months. I would like all members to consider standing for office on your committee.

There are members who will not be standing again, so will need replacement. Our Club has a

great many retirees who should be able to devote a few hours per month - yet most of the committee members are people with full time jobs and families still at home. If we can do it, so can you! It really is most rewarding and a great way to make new friends.

*Brenton Hamilton, President*

### Bowling Night

**Saturday, February 17, 2001**

Please note that there has been a change to the program. Rather than a coastal run, or evening run, we are having another ten-pin bowling event. The last one was a great success, though quite a few members showed a liking for the gutters (!), and there was even some risk to spectators when

the ball was held incorrectly by some of our less experienced players!

Please meet at 6.30 pm at the Marion Bowl Land (I will try and be there in time!!), and we can have a meal afterwards for all who are interested.

*Ross Fleming*

### March Meeting

**Wednesday, December 13, 2000**

Note that all members are asked to bring their log-books etc. to this meeting (see notice in this issue).

Dave Aylett plans to bring videos of rallies in the U.S., from his recent trip, to while away the time if we have a queue for log-books..

*The Committee*

### Muskets & Muzzle-loaders Run

**Sunday, March 11, 2001**

This is an early notice about this run, in case the next issue of the Collector is not available in time. Through our member Brian Miles who is an enthusiastic member of the Musket & Muzzle-Loader Gun Club (hope I got the name right!), we are able to visit their shooting range at Noarlunga, and see demonstrations of how these early guns were loaded and fired.

There may be an opportunity for the more intrepid to actually fire the damn things!!

Meet at the Triple C rooms at 10.30 for an 11.00 am start. We will proceed directly down Main South Road to Noarlunga under Brian's directions. There may be a chance for a bakery stop along the way!

I have not had any details about lunch, but would assume members can either take their own picnic lunch, or purchase from the shops along the way. This should be an interesting excursion, so load up your historic vehicle, and join the fun.

*Co-Editor T.S.*

### National Rally Reminder

As February approaches, don't forget to register for the National Rally. So far there are relatively few South Australian entries, and since accommodation will be

allocated on the basis of order of registration, you had better get out your cheque books very quickly, or you may have to sleep on the beach!

## From the Committee

### Editorial

It is with some sadness that I write this final editorial. With Richard Tapp's help, and no-one should under-estimate his role in moving the magazine into the computer age, and mastering the techniques of Photoshop so that pictures could be reproduced for the Collector, I have now been a Co-Editor for about 7 years. In my opinion, that is just about long enough.

Quite seriously, I have really enjoyed putting it together each couple of months, having a chance to write all sorts of silly (and serious) articles and poems. It has been clear from the many kind comments of Club members that it has been appreciated, and that is ample reward.

I have also been on the Committee for about 8 of the 9 or so years I have been in the Club, and that also is long enough. I give notice that my position as a Committee member is vacant as from the AGM 2001. I will of course continue on the

National Rally Committee, and give that Committee as much help as possible, often in an editorial sense.

I wish Richard luck since he has volunteered to continue as Editor, with the assistance of Cathy Woods and Judy Hart. I would ask every Club member to attempt to write something during the coming year for the Collector. If you enjoy reading it, then you should also be willing to write it! You don't have to write much, nor does it have to be a restoration story. You could simply volunteer to write a short report on a Club run, or a swap meet, or even something novel which you have read somewhere.

Finally, though out of the Editorial office, I will endeavour to be a regular contributor, especially during the run up to the National Rally, because I really want to see Dick & Judy Hart's monster caravan finished for the occasion.

*Tim Smeaton*

### President's Message

Dear members,

A Happy New Year to all members. My first year as your President has come and gone, and it has been most enjoyable. On behalf of all Club members, I thank the committee members and other silent members that make this Club what it is today.

Once again our Co-Eds. (Tim & Richard) have put together a year of magazines that other clubs envy. Well done, chaps.

It has been a memorable year of runs with such a variety. First run for the year 2000 was the Breakfast, by Kevin & Barb Williams, then came the Club's 20th Anniversary dinner and followed with the Display Day at the Levels. Both events were organised by Norma & Roy Schopp - a great event. Judy Hart was presented with life membership on this day.

Pool party at the Winstons; Autumn leaves run with the Richards family; Angaston run with Dave Aylett; Ross Fleming's great pub lunch and what about that camp-out organised by Ken &

Carole Barnes at Waikerie; the run to Eudunda with the Barossa club; Cathy Woods' run to Ross Roses; those who went in the Bay to Bridwood; Chris Howes run to Riverton; the few that attended the Old Fashioned Picnic day at Strathalbyn; last of all the Christmas picnic that jolly Father Xmas attended. Some mid week runs and outings also have been organised during the year and seem to be popular.

Thank you to Carole Barnes, Barbara Williams, Judy Hart, Cathy Woods and all the ladies that contributed to the Club, esp. Xmas supper (an excellent spread and presentation). We can all look forward to a busy year, starting with the Ray Miels Memorial run, then Booleroo camp-out, 2001 National Motoring Tour to Canberra, Kernewek Lowender, Bay to Birdwood Classic and our course the National Rally.

Kind regards,

*Brenton Hamilton*

### 9th National Chrysler Rally 2001

We are now in the year of the 9th National Chrysler Rally and we are the host State. As of 01/01/01, you have 69 days (less by the time you read this) to the CLOSE of entries. Look at it this way - in 280 day, the Rally will be all over and if you haven't entered you will have missed out on a

GREAT Rally and a week of friendship and entertainment.

Current entries: ACT 1, NSW 47, Vic 35, SA 23, with 225 adults & 30 children.

*Brenton Hamilton Rally Co-ordinator*

## Club Notes

### Club Jackets

At the last meeting, it was decided that as many members as possible should wear their jackets to the Ray Miels Memorial Breakfast Run. This would give a good \range of sizes for any members who would like to order a Club jacket.

As before, Ross Bryant has kindly volunteered to arrange for the order. He will take orders at the AGM in February

If you cannot attend the AGM, then please contact Ross directly to place an order.

*The Committee*

### Historic Registration Renewals

All members who have vehicles registered under the Historic Registration scheme should be aware that unless they are a financial member of the Club, and have had their log book stamped for the current year, they are not covered if driving their vehicle. Therefore, **please bring your log book, green registration certificate to prove current**

**registration, and a receipt for club membership to the March meeting.** If you have not renewed your subscription, then bring the money so the Treasurer can renew it at the meeting.

If you cannot attend that meeting, please make an alternative arrangement with Ross Bryant.

*The Committee*

### Salvation Army Gift Run

Chris Howes reported to the Club that about 312 cars took part in this inaugural run to provide gifts for needy families at Christmas. Two vans full of gifts were donated. Although

media coverage was not extensive, the run was a success, though costs of venues were high. A number of CRC members took part.

### Coach to Ballarat Swap Meet

For those who wish to attend the Ballarat Swap, but do not want the hassle of driving, arranging accommodation, and having to get their heavy purchases to Adelaide, here is their opportunity. As recommended by Ron Hincks and Trevor Kelley who have used the coach before, a great way to travel is by air-conditioned coach, with videos, music, etc. Also, the coach tows a trailer to stow the treasure!

The coach (Magor's Bus Service & Hahndorf Tours) is driven by Graeme Drewett and leaves Bowen Street, just off Franklin Street at 8.30 pm on Friday 23rd February. There will be a stop at the Mt Barker interchange at 9.10 pm, and comfort stop at Tailem Bend at 10.00 pm. The coach travels via Bordertown (with a short stop) and Horsham to reach Ballarat around 5.30 am, parking in the swap meet grounds. Magor's will provide breakfast, tea and coffee. After a day at the swap meet, the coach leaves

at 5.00 pm sharp to Cardigan Lodge Motel for evening meal and sleep!

After breakfast at 7.30 am on Sunday, 24th February, the coach departs at 8.30 am, back to the swap meet for the morning, then departs from Ballarat at 12.30 sharp, stopping at Horsham and Bordertown for comfort stops. Dinner is at Tailem Bend at 7.30 pm, with arrival in Adelaide by 10.00 pm.

The cost is \$185 per person (share), \$220 (single supplement). Lunch and entry to the swap meet is excluded. A deposit of \$50.00 is required within 7 days of booking and balance within 28 days of departure.

Please send all payments to Graeme Drewett (cheques payable to him) at 45 Toronto Street, Ovingham, SA 5082 Ph. 8269 6710. with self-addressed envelope for receipt.

If you have not attended a big swap meet before, this is a great introduction!

*Co-Eds.*

## Past Events

### Christmas Picnic



*Santa Claus arrives at Sandy Creek*

A good turn-out of members met at Carisbrooke Park for the run to Sandy Creek. Roy and Norma Schopp handed out our instructions, and we headed off via the ridge road. It was a very hot day, and already Allan Martin was having trouble with vaporising, so he and I toddled slowly up the first steep hill. Halfway up the hill, Allan pulled up, and when we returned he and Sandy were already heaving the bonnet into the back of the buckboard. Allan suggested that a wet rag around the intake would help, I wound my handkerchief (fortunately old, but tolerably clean!!) around the carburetor intake and we poured water over it. Off went Allan at good speed, and he pulled over to let me pass him. From then on, it was like having a Mack truck right on your tail (Allan is not renowned for allowing his Dodge 4 to find its own pace), but we made good time to the turn-off, and following instructions, we continued along what seemed a very long road without seeing any signs to Gawler. Arriving at the gates to Para Wirra National Park, and only having a gravel road to Humbug Scrub as an alternative, we headed back for several kilometres. The road to Gawler required a SECOND left-hand turn, not mentioned in our notes. At last, we have something on Norma!! When we finally reached the reserve at Sandy Creek, we then found nearly everyone else had made the same error. We found some shade, and with umbrellas etc. we enjoyed a fine lunch of cold meats and a spectacular array of salads.



*A cluster of children surround Santa Claus*

Santa Claus arrived just about 2 o'clock, much to the delight of the children, and the old gentleman in red must have been suffering in his hot clothes and rubber boots. With the heat getting the better of us, we headed home fairly soon after, and although it was very hot we got home without incident. Both of us headed straight for the shower, then a beer or two, and returned to normal.



*Santa with two youngsters: the Baileys DA utility is in the background.*

Many thanks to Roy and Norma Schopp for arranging a great Christmas run - pity it was so hot, but a good day nonetheless.

## Restoration Story

### The S.A. Police Chrysler Royal

*(The Chrysler Royal featured in an earlier issue of the Collector, and this article from Dave gives us more information about its restoration. Most members would have seen it leading parades, Bay to Birdwood rallies etc. Co-Eds.)*

This vehicle was purchased in 1991 and taken to the police workshop at Novar Gardens. It was completely dismantled and the body lifted off the chassis. This was then sent to "Minus Paint" to be dipped and cleaned. Upon return a large cradle was made so that the whole body could be inverted and any rust or dents could be repaired easily. This was also a great help in painting the underside of the vehicle.

The chassis was sandblasted and painted. We basically built a rolling chassis, with front and rear suspension overhauls, new brake and fuel lines, a full brake overhaul.

The 313 V8 received the works, back to original rebore, crank and camshaft grind, new pistons and rings. The auto trans was serviced only and is bloody heavy to manhandle on these b...ers. The body was painted and dropped into place. It is surprising how easy a forklift makes

removing and replacing a body shell. Every one should have one.

All parts were repaired or replaced. A couple of lower door skins were remade, and the interior has been retrimmed and new rubber mouldings inside and out. All of the bright work was chromed. Radial tyres have been fitted, also a power booster. These vehicles didn't stop too well at 100 mph I've been told.

An original red roof light, siren and valve radio complete the package. The credit for this vehicle was mainly the paint, panel and mechanical sections with most work being done at the police workshops - which has since been closed due to outsourcing.

It is great to drive but at 10 mpg, with today's petrol prices (!!) the mileage is kept at a minimum. It is used for community relation displays with the department. e.g. Bay to Birdwood, Xmas pageant, etc.

The restoration and maintenance of this vehicle was and is financed by the Police Historical Society not the S.A.P.D.

*Dave Aylett*

### 1940 P9 Plymouth Sedan

The story began with an ad in the local paper, "For sale - 1940 Plymouth" at Charlestown in the hills. It was just before Easter 1990. I made a phone call and off we traipsed up there for a look-see. It was fair, a dented back guard, the roof lining in tatters, but it went and had all its essential bits (from my point of view anyway).

A couple of weeks later we purchased it. I drove it home. It must have been 100 degrees that day and it didn't boil though the temperature gauge showed 190+. The next day on better inspection of my new acquisition I found the head studs finger tight - Plymouth made good cars.

We drove it for about 9 months before the 2-3 year restoration I planned. Last Xmas I got it on the road; how time flies when you're having fun.

I couldn't get the body off - no forklift. I overhauled all the mechanicals, including engine, clutch and gearbox. While overseas I picked up a couple of ball and trunnion boots and needle roller kits for the universal joints. Great find those. I replaced the heat tube in the block and a

good radiator cleanout does wonders for the cooling system.

The body - where does one get it repaired? Who else! Mr Fix-it, Greg Newley and his team did a great job. My wife Gay worked for Watty Paints at the time, so with the original paint formula in hand she had the boys at work make up the magical colour. Greg and his team did a back to bare metal job and we now have the original gyro blue paint finish.

I made up new brake and fuel lines as rusty ones cause too much trouble. I contacted a chap in the States who sent me some technical data, photos and a couple of hard to get parts, which helps. The 1940 Yankie Plymouths differ a bit and trying to get some parts even with full size drawings and photos is bloody hard.

I have the trim to finish off and find that ever elusive part to make it better, one day it will be finished. I thank everyone who has given me assistance. I will not mention a patient and understanding wife. It will only cost me money.

*Dave Aylett*

## Restoration Story

### The On-Again-Off-Again Restoration Team -Part 4

The Great Caravan story continues....

Since writing the last chapter on the story of Dick Hart's monster restoration, I have been able to make two visits to Riverton to help out in a small way. I would like to have got up there more often, but unfortunately I have a house project which is taking quite a bit of time.

The first visit was back in June or July. I arrived just in time for morning tea, which shows that (a) the real members of the team had already done a half-day's work, and (b) I am very much a part-timer. Armed with my camera I first of all headed for the shed to find Colin Frith busily making tea and toasting crumpets. Naturally, I wanted to get a shot of him hard at work (after all he is referred to as "Dad" by all and sundry, and makes sure we all get a square meal). However, I was foiled, and all I had was a large hand much too close to the lens to be in focus!

Giving up on Colin, I made for the caravan where Graham and Dick were hard at work. I took a few shots (which are dotted around this chapter). Progress had been good since my last visit - the exterior cladding was practically all on, except for the really tricky bit where the roof is curved over the "club-lounge". All the main framing for this roof was in place, but work for the day was devoted to the kitchen area.

I had taken a chisel with me, and after morning tea, I was given my instructions by the chief, and I began to chip away the old plywood covering the partition between kitchen and lounge. This is a curved affair, as you have seen from previous photos, and there were lots of little nails in it weren't there! By the time I got all the ply off, I had managed to turn a perfectly good chisel into something whose edge resembled the Flinders Ranges. (Needless to say, it still looks like that).

While I was tapping away with the chisel, Dick and Graham were working in the kitchen, fitting the stainless backing plate on the stove, setting up the ceiling joists, and all manner of other inside jobs.



*This time I caught Colin before he caught me! Here he is jiggling a tea-bag in his role of 'chief cook and bottle-washer' for the crew.*

Naturally, we were called to lunch by "Dad" who had a stack of sausages, chops, bread and tomato sauce for the hungry workers. Lunchtime is a chance for everyone to take the mickey out of everyone else, and even have serious discussion about progress on the various restorations going on in the Club, and the philosophy behind having a team approach.

Once the old ply partition had disappeared, it was then time to cut and shape pieces to replace it. As with all parts of this project, there are funny little corners with odd-shaped blocks of wood to either fill up a hole or provide purchase for a screw or nail. The electric jigsaw makes cutting curves pretty easy, but it is still wise to "measure twice and cut once".

## Restoration Story

### The On-Again-Off-Again Restoration Team -Part 4 (cont.)



*Dick Hart standing in the kitchen, drill in hand, thinking where he will put that damn bit of wood to hold up the ceiling!*

With Graham's help, and a bit of epoxy, we got that job fairly well finished. This had to precede the fitting of the kitchen cupboards because access would have been impossible later.

This is one of the challenges of this whole restoration. I think Dick spends many waking hours planning the order of things. He then discusses it with Graham on their way up to Riverton, they then have a good look at the actual job, and only then does the plan proceed. So far it seems to have worked out really well. There is nothing worse than having to take something off again after the epoxy has dried!

By the time I left (and the others were beginning to pack up all the tools and put the tarp back in place), I didn't seem to have done much, but it was good to see how much the others had done.



*The view from inside, looking out at the framing of the club-lounge. Note the curved partition on the left which had to be renewed so that the kitchen cupboards could be secured.*

With most of the outer cladding in place, and work continuing inside, everything was on schedule (for the National Rally) and you can really imagine how it will all look. However, there is a bloody long way to go!



*This was the view of the near side prior to cladding. Note how the interior of the kitchen had to be finished before the cladding went on.*

With all the time commitments required for my holiday home renovations, it was November before I was able to visit the team again. You will be able to read about that in the next Chrysler Collector ...

## Restoration Story

### Chrysler 60 Series Tourer Restoration

Early in April 1997 I was reading the for sale column in the Sunday Times paper and I happened upon an advertisement offering a 1927 Chrysler for sale that was 90% complete and an "easy restore". Having wanting to restore a vintage car for many years, I decided that this may be worth having a look at.

I have looked at cars previously where they were advertised at 80% to 90% complete and found them in reality to be closer to 70% complete with the attractive items such as carburetor, generator, starter, instruments and lights etc all missing.

When I examined the Chrysler it was in a shed and on blocks. A cursory glance indicated potential – It had four wheels with tyres, instruments in the dash, a carby, generator and starter, but no fenders, seats, windscreen, lights or hood. The owner confirmed that the fenders, windscreen and lights were in the shed somewhere and he would find them for me if I was interested.

When questioned, the owner advised that he had driven the car into the shed 25 years ago with the intention to restore it but he had lost interest in favour of 1950's Yank tanks.

The purchase price was negotiated and the car duly collected later in the week with two front and two rear fenders, a set of headlight shells and the windscreen to complete the sale.

When I arrived home with the car my boys were excited but the fairer sex couldn't see the reason for me wanting an old piece of junk when the carpets in the house needed replacing....

As I started to dismantle the car it became very clear that it was indeed in a sorry state. There was a lot of rust in the tub that someone had tried to repair along with rust in the cowl and doors as well. All the timber was rotten and crumbled when you touched it and the right hand rear section of the tub had been pushed in at some stage. Both left-hand doors were rippled and the car was decidedly lopsided with heavy deposits of mud underneath.

During the dismantling stage I discovered that parts for Chryslers are not readily available here in WA, the Eastern States or anywhere

else for that matter. I managed to locate two people with similar Chrysler's here in WA. The first person was Steve R who, as it happens, I used to work with 25 years ago - what a small world it is. Steve has been invaluable in providing advice and much needed spare parts as I discovered what was missing. Thanks Steve, without your help and advice I don't think that the car would be finished, your assistance is greatly appreciated. The second person is Ken Q who also assisted with parts and advice, thanks Ken for supplying the other necessary bits and pieces when I needed them.



*Work in progress - most of the body panels have been finished and fitted..*

Back to the car, where do I start? Rightly or wrongly I decided to start with the body and finish that before doing the mechanics. About this time a neighbour paid a visit to see what all the hammering was and when he saw it he said you'll never finish it. As it happens, Ray (the neighbour) was a panel beater by trade (retired), and cringed whenever I started to belt the tub around.

Before I knew it, Ray pitched in and knocked the tub, doors and cowl into shape and got the fenders looking half decent. I welded new steel sections into the panels where necessary with the oxy and then learnt how to shrink the panels back to a reasonable state. Lead was used as the main filler for the panels where necessary and plastic filler was only used when I removed too much lead. Lead wiping in a horizontal plane is pretty easy but doing it vertically is a different

## Restoration Story

### Chrysler 60 Series Tourer Restoration (continued)

kettle of fish – you quickly learn the right amount of heat to apply as you watch all of the lead drip to the floor after applying too much heat....

I decided to finish the panels off by enrolling at spraypainting nightschool with the object of being able to use professional spray equipment and spray booths. I attended two semesters but was disappointed because you spent half the night setting up, making the spray guns work properly and then packing up. They were a good bunch of people at nightschool but it just wasn't working.

By this stage I had primed the bodywork ready to be fitted to the coachwork so the panels were hung up in the shed whilst I started on the timberwork. I noticed that the shed had shrunk by this time, it is amazing how much space a dismantled car takes up. I finished the timberwork quickly and nailed the tub and cowl on but found that the doors didn't fit. The most obvious problem was the 15mm gap between the left rear door and the tub. After much soul searching and analysis I discovered that the left-hand doors were in the order of 7 – 8 mm narrower than the right hand doors. This caused some much-needed head banging, why, why, why etc and left me two options. Option one was to shorten the timberwork on the LHS and option two was to rebuild the door skins and timberwork. I chose option one and removed the tub and cowl to shorten the left-hand side of the coachwork.

When the tub and cowl were reassembled the doors fitted and it looked ok. It was now time to finish the painting so the endless task of rubbing down then re-priming was started. The big paint day for the body and doors started with me hanging the doors and bonnet sections on to the clothes line and wheel the body (on its own little trailer) out on to the grass. The time was 0450 hours on what was going to be a hot day in January and it was already 24 degrees at 5AM. The painting went like a dream, no wind, no bugs, and no runs and was finished in about an hour.



*Front view with nicely finished radiator surround, and the engine looking ready to go!*

All panels were hung back in the shed and the body pushed into a corner while the chassis and running gear was restored. After stripping the chassis of all bits I used a combination high-pressure water spray sandblaster to remove all of the grime and mud. The kid's sandpit proved to be perfect for feeding the sandblaster and the whole exercise provided a bit of top dressing for the lawn as well. After finishing off with high-pressure water, I then sprayed the chassis with Ranex to condition the steel. The chassis, suspension and rear end were then sprayed with black epoxy Rustguard enamel and I was finally starting to see some reward for my labour.

My reward was short lived because I didn't realize how much scraping and cleaning was still necessary. There are a lot of pieces in these old cars and each one has to be cleaned, rebuilt if necessary and prepared for whatever coating is required. I found the cleaning and preparing tedious and onerous, it was a real drag.

#### **Engine**

The 180 cubic inch side valve 6 cylinder engine is well designed with seven main bearings that are pressure fed by an efficient, filtered, high pressure oil pump. The bore is 3" with a 4 1/4" stroke giving an SAE horsepower rating of 21.6 Hp and a developed horsepower of 54.

## Restoration Story

### Chrysler 60 Series Tourer Restoration (continued)

I stripped (and cleaned) the engine and found it to be in relatively good condition. It had obviously been rebuilt previously so the amount of work required to rebuild it was not much at all. The white metal bearings showed little wear and the bore was round and not scored. I fitted new rings, honed each cylinder and reassembled the engine with new hand made gaskets. The timing chain had broken links and a serviceable timing chain courtesy of Steve R was fitted.



*A good view of the engine compartment, and the paint job looks very professional.*

The water pump bearing was replaced; shaft built up with bronze and trued on the lathe to provide a good surface for the gland packing to run against.

The three-brush positive earth generator was converted to 12 volt two brush negative earth and delivers up to 55 amps through a Lucas current regulator. The starter motor and Klaxon were also rebuilt for 12-volt operation. The starter motor conversion to 12 volts should have been easy since it was a 12-volt starter motor with the field windings wired in parallel for 6-volt operation. When the field windings were changed to series, the rotation of the motor was reversed. The simple task of cross wiring the series field connections was physically difficult due to the general layout inside the starter motor.

#### **Fuel System**

The fuel system consists of an eleven-gallon fuel tank at the rear of the car, a Stewart

Warner Vacuum Tank and Stromberg OE1 carburetor.

The diecast OE1 carburetor had white growth throughout and was hard to disassemble with seized jets and screws etc. The main venturi shattered (made from diecast) in the process and a new one was manufactured from brass tube. This carburetor has a tendency to flood and starve the engine of petrol. A brass OE1 was located for ten dollars at a swap meet and was easily restored. There has been a noticeable improvement in fuel economy and no unexplained engine stoppages since fitting this carby.

The Vacuum Tank was disassembled and found to be full of crystalline growth. The internal tank was nickel plated to offset severe pitting and the tank was reassembled. Occasional flooding of the engine occurs and when time permits I will check if the atmospheric valve is sticking and causing the flooding.

#### **Gearbox**

The gearbox was stripped and all bearings were replaced. Unfortunately the key lock assembly that locks the gearbox could not be repaired and this feature is not operational.

The gearbox is three speed with the mainshaft mounted on ball and roller bearings. There is a bronze pilot bearing in the crankshaft and the countershaft runs in bronze bearings.

#### **Clutch**

This is a single dry plate comprising a pressure plate assembly having six pressure springs, three release levers with knurled nut adjustments that are spring locked and a drop forged hardened steel splined hub. The clutch plate facing was asbestos cord facing that was sewn on to the drive plate and this has been replaced with a modern synthetic facing.

#### **Differential**

This is semi floating and has a pressed steel housing that is 3/16 " thick. The drive pinion and shaft are integral, having adjustable roller bearings mounted at the front and rear ends of the shaft. The differential is fitted with adjustable roller bearings mounted in the differential carrier on each side of the differential case.

## Restoration Story

### Chrysler 60 Series Tourer Restoration (continued)

The differential was sound and in good order. It was noted that the RHS axle had broken at some stage and had been welded to correct the break. Shimming the rear axles for suitable endplay was challenging since I had to manufacture eight sided shims to replace the originals that had rusted away.



*View of the rear tub suggests that the panel repairs were done to a very high standard*

#### Brakes

This car has four wheel hydraulic brakes with external-contracting brake shoes operating on the outside of the brake drum. The master cylinder is a simple piston and has no check valves. Brake fluid is prevented from returning to the main reservoir by way of a tap that you close thus maintaining a closed fluid system. This makes bleeding interesting and the best way that I found to bleed the brakes is to pressurise the reservoir with a bicycle pump to maintain fluid displacement from the bleed nipples.

The slave and master cylinders were sleeved with stainless steel inserts and new flexible brake lines were fitted. The brakes work well and pull the car up quickly

The handbrake is an external-contracting, hand-controlled brake operating on a drum mounted on the transmission shaft.

#### Instruments

The oil pressure gauge was the only instrument that worked.

The Speedo drive shaft was seized - returning this to an operating condition involved many

hours of heat and various oil treatments before the shaft could rotate with minimum drag. A nine-foot long Speedo cable was shortened to three and a half feet and appropriate fittings were crimped to the flexible shaft.

Rebuilding the fuel gauge and ammeter was straightforward and the only problem was wear at the pivot points that was causing the needles to stick.

#### Miscellaneous

Rebuilding the round spring tensioned shock absorbers was a challenge but the longest job of all was transforming the radiator shell that had more holes than a colander into a solid, shining smooth piece of metal. A lot of tin and solder was used to rebuild the surround before copper plating and then nickel plating it.

Sealed beam headlights from a VE Valiant fitted nicely into the headlight surround and provide good illumination for night time driving.

The upholstery is black vinyl and was done by Bruce Swarbrick from Swarbrick Upholstery in Mundaring.

The car is on full registration and is driven weekly.

**Graham Barron**  
**6 Lincoln Road**  
**Morley 6062**  
**Western Australia**



*The finished product - a first-class restoration.*

*(Many thanks, Graham, for sending us the story. The floppy disc and picture files made our job much easier - Co-Eds.)*

## Technical Forum

### Flying Four Clutch

*(After several requests, Roy Schopp has provided the following information)*

Clutch assembly is single-plate type.

#### **Description and operation**

This clutch is of the single-plate, dry-disc type. All parts of the clutch except the driven plate are attached to the flywheel and rotate with it, the driven plate coming to rest when the clutch is released.

In the engaged position the thrust spring (D) forces the release sleeve (E) toward the rear and it, in turn, carries with it the inner ends of the three release levers (G) thus forcing the outer ends of these levers against the cammed surfaces of the pressure plate (B).

When the clutch is disengaged by pressure on the clutch pedal the release mechanism forces the release bearing (F) forward against the release sleeve and this, in turn, carries the inner ends of the release levers forward, thus releasing their pressure on the pressure plate by the action of the three release springs (C) against the pins (A).

As the clutch facings wear, the pressure plate moves closer to the flywheel face and the outer ends of the levers follow. This causes the inner ends of the levers and the release sleeve to travel farther toward the transmission and decreases the clearance between the face of the release sleeve and release bearing. The effect on the clutch pedal is to decrease the clearance under toe board, which is the distance the pedal moves away from the toe board before release bearing (F) comes in contact with sleeve (E). The clutch adjustment is provided to compensate for facing wear and by turning the clutch cover toward the right, the three release levers move higher on the cams and bear at thicker sections of the pressure plate. Thus the sleeve travel is decreased and the space between release bearing and sleeve, as well as pedal clearance under toe board, is increased.

#### **Adjustment.**

DO NOT ADJUST CLUTCH PEDAL TO COMPENSATE FOR FACING WEAR. MAKE THE FOLLOWING ADJUSTMENTS. Remove the clutch hand hole cover.

Loosen the three holding screws (L) until clutch cover (K) can be turned in flywheel.

Turn clutch cover about one-half inch toward the right as indicated by arrow on clutch cover. Tighten holding screws.

Measure distance (J) from rear face of release sleeve (E) to clutch cover. This distance should be 1-5/16 inches and a gauge made of wire with a 1-5/16 inch bend at one end may be used to advantage. If this distance is more than 1-5/16 inches loosen holding screws as above and turn in same direction; if less than 1-5/16 inches, turn cover to left. After setting has been obtained, be sure holding screws are tightened. The clutch pedal adjustment is correctly set at the factory and should not require changing. However, if necessary to correct setting, proceed as follows:

Turn set screw (H) to right until it is necessary to spring pedal to make pedal pad touch toe board when pedal is pressed down, then back off set screw until pedal pad touched toe board without springing.

Back off lower set screw (I) until pedal, when released, comes in contact with underside of toe board, then turn set screw toward the right until pedal clears toe board.

#### **Disassembling.**

Remove transmission by removing bolts holding transmission to rear engine support, after disconnecting rear axle from transmission (as described under "Multiple Disc Clutch").

Remove screws and clamps which hold clutch cover to flywheel. The cover assembly, including the release sleeve, thrust spring and release levers may then be removed.

Remove pressure plate.

Remove driven plate. On commercial cars it will be necessary to remove two of the clutch release spring dowel pins in order to remove plate.

Remove screw from transmission against which the release yoke strikes.

Remove screws holding transmission shaft front cover to transmission case and the clutch shaft assembly, including front end cover, front bearing, etc., may be removed.

## Technical Forum

### Flying Four Clutch (continued)

Slide transmission front cover off from clutch shaft.

Bend up prongs of tongued washer and remove nut which clamps transmission front bearing in place.

Remove bearing. On the regular transmission it is necessary to slide the bearing forward enough to allow the removal of the split washers which fit in groove directly behind bearing, then the bearing may be slid off the rear end of clutch shaft.

When only the clutch release bearing is to be removed, it is not necessary to disassemble the release mechanisms. After removing the transmission, remove the two cap screws that the clutch release yoke strikes. After these are removed, the yoke will have enough throw to permit the release bearing to clear the yoke and be removed from the shaft.

When the single-plate clutch release bearing is pressed on the shaft, marks are sometimes made in the races by the pressure exerted on the balls and these marks many times cause the bearing to be noisy. To overcome this condition, the bearing should be pressed on the shaft when the bearing is revolving. This can be accomplished

with a heavy drill press which will give the required pressure as well as the spinning action.

#### **Suggestions and precautions**

In assembling the clutch release bearing to the carrier, the tight side of bearing should be toward the rear of car.

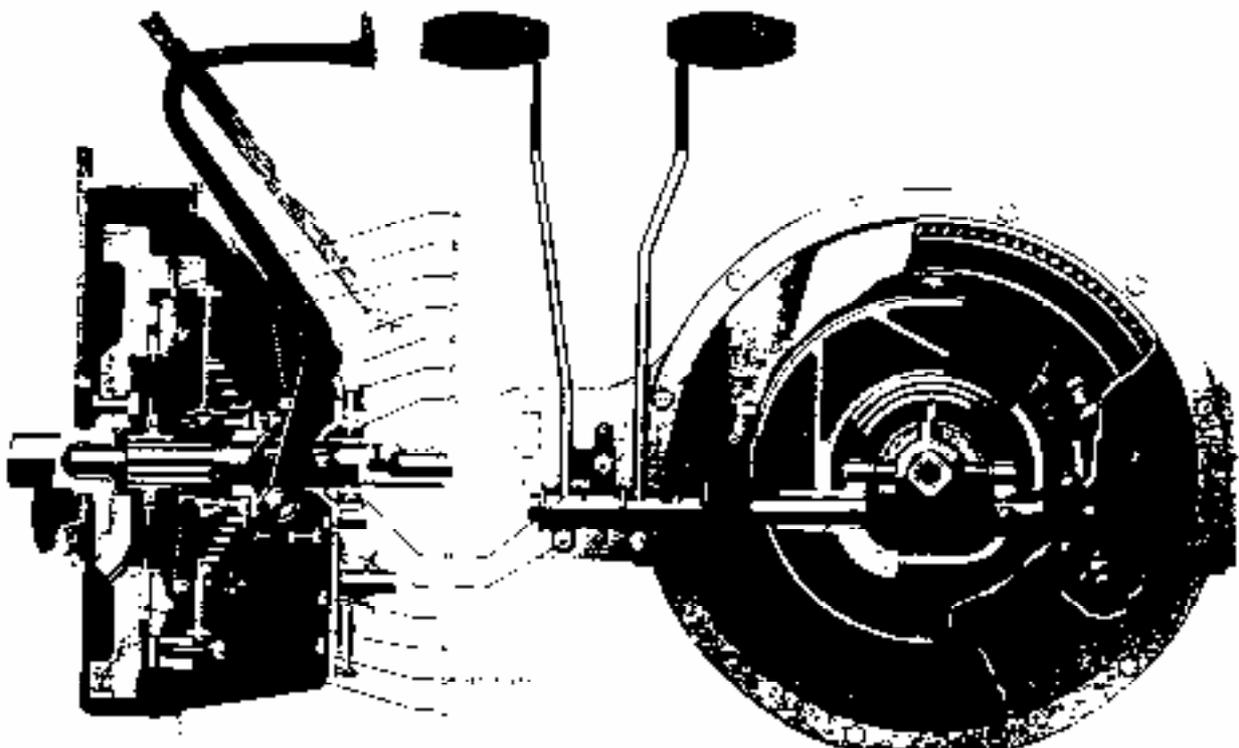
When placing driven plate in flywheel be sure that the chamfered end of hub is toward the rear of car. Place a very small amount of hard oil in splines.

The pressure plate must slide freely on the three dowel pins in the flywheel. Don't file slots if ring sticks - see that the pins are turned so that the flat sides are parallel with slots in plate. Line up driven plate and pilot bearing with a spare clutch shaft before tightening clutch cover holding screws. Tighten holding screws before pulling out shaft.

When reassembling pressure levers be sure to put levers back in same place in cover. When necessary to replace a lever in service, put in three new levers; do not attempt to replace one lever only.

**Roy Schopp**

*(Taken from Dodge Bros. Cars handbook)*



## The New Millenium

### Inventions of the Twentieth Century

The end of the century's now at hand, and we  
 should rack our brains,  
 And think of things which affected us, dress  
 design or better drains,  
 Inventions we thought had value plus, better  
 food, or faster trains,  
 And make our choice, a personal one, a position  
 we could sustain.

So Carol and I sat down one night, with a pad  
 and paper to hand,  
 And looked back over a hundred years, like a  
 thousand grains of sand,  
 We tried to think in a lateral sense, a broad  
 brush you understand,  
 And we came up with a hell of a list - it grew  
 like a rubber band!

O ladies, your lives have changed so much,  
 thanks to the washing machine,  
 And think of the fabrics that you can wash, or  
 others you must dry-clean,  
 The wringer has gone, you spin them now, you  
 spray them with stuff called Preen,  
 You load from the top, you load from the front,  
 the job's become a dream.

Now cooking they say was invented by man, as  
 he stoked up a good hot flame,  
 But thanks to our physicists, cooking is quick, a  
 microwave's the name  
 And cutting the food can be done with a knife,  
 but, so the makers' claim  
 When you use a blender, or Magi-Mix, the  
 flavour's just the same.

A subject more delicate, ladies all, we see them  
 advertised,  
 Yes, tampons and Libra and similar brands, the  
 experts have devised  
 But far more important, at least in the West,  
 your cycles have been revised,  
 And with Pincus' Pill, conception is nil, but  
 regular taking is well advised.

Now clearing with axes is far in the past, the  
 chain-saw is felling the trees  
 So fast that it's frightening, the greenhouse  
 effect, may yet see us down on our knees  
 For thousands of years, man worked with his  
 hands, freeing his crops from the weeds,  
 But now huge great tractors do most of the  
 work, because of the billions to feed.

In the workshop and factory, where steam once  
 held sway, electricity now is king,  
 The great power station, for power generation,  
 is giving us everything  
 So that we who are buying, or driving, or  
 flying, or drilling, or expert machining,  
 We all are depending, blackouts permitting, on  
 electrons continually spinning.

From Boeing, the Jumbo jets changed the  
 world, this century's known for flight  
 From flimsy machines which just got off the  
 ground, to Concorde's giddy height,  
 And container ships, and battle tanks, and FA-  
 18s to fight,  
 Though it acts as a spur to development, it  
 doesn't mean war is right!

We've seen a move to the ballpoint pen, it's a  
 change from the small ink-pot  
 Which we grew up with, ink smudged our  
 clothes, remember those damn blue spots?  
 And greaseproof paper was fine for lunch, but  
 GladWrap now calls the shots  
 And "Fast Food" entered our language - not  
 something I care for a lot!

I sit in front of a monitor screen, putting these  
 words on a page,  
 It makes me aware of another great change,  
 we're in the computer age,  
 And coupled with them is the satellite net,  
 making all the world a stage  
 For the Internet, with all its links, its value the  
 future will gauge.

## The New Millenium

### Inventions of the Twentieth Century (contd.)

And now to me, what I think has most, affected  
my life and me,  
And although I value many things I've said, the  
one thing is going to be  
The plastics which underlie so many things,  
their chemical property  
Which makes them so flexible, valuable too, for  
the whole community.

In plastics, Bakerlite was an early attempt,  
phenolic and brittle as hell,  
Superseded by PVC, everywhere now, for all  
wiring and moulding as well,  
All the toys that you buy, and the seats where  
you sit, it's often not easy to tell,  
Where plastics pervaded, all over the world, but  
let me ring a warning bell.

Plastics are great; in their polymer chains, are  
bonds which are so hard to break  
That they have a long life, causing harm to our  
seas, and the dumps we continue to make.  
But since most of them come from our oil  
reserves, which from wells we continue to take  
We'll have to make plastics from different  
things, such as cellulose, make no mistake.

So, having considered a number of things, some  
inventions we might disdain,  
I think we should all acknowledge our debt to  
those from whom we gain.  
And as we look to the years ahead, which will  
change the world again  
Its new ideas which must bear fruit, from the  
workings of our best brains.

*Tim Smeaton*

### Searching for Lenses on the Internet! Can you help?

Original Message

**From:** George Laurie

[mailto:desoto@gympie.big.net.au]

**Sent:** Wednesday, 6 December 2000 10:09 AM

**To:** rtapp

**Subject:** REPRODUCTION TAIL TIGHT  
LENSES

DEAR SIRs, DO YOU KNOW OF ANY ONE  
WHO CAN REPRODUCE TAIL LIGHT  
LENSES, I KNOW THERE ARE PEOPLE  
OUT THERE WHO DO IT, BUT I CAN'T  
FIND THEM! REGARDS GEORGE.

Hello George

We are having a club meeting Wednesday  
13/12/2000 at which this question can be asked. I  
will forget to ask the question, but I have copied this  
message to someone who is organised and reliable  
and who is therefore much more likely to remember  
(Guess who forgot? - Co-Ed T.S.)

Are you sure that custom reproduction is required? I  
don't know what De Soto you have but a few  
moments on the internet found:

<http://www.antiquedodgeparts.com/>

1473507/

tail light bezel 53-54 DeS 8 pass

\$18.00 ea

1340268

tail light bezel RH 51-52 DeS exc. estate \$18.00 ea.

<http://www.carparts.com/>

I know that lots of repro parts are available for  
Plymouths, from vendors who advertise in the  
Plymouth Owners Club magazine. Is there a large  
De Soto Club in the USA that may have a similar  
magazine? We have used material from a De Soto  
web site in a previous magazine, but I don't have the  
URL for that here at work.

Is the required tail light for your De Soto the same  
as any model of Plymouth? If I knew what year  
your De Soto was I could check the vendors adverts  
in the Plymouth Magazine. Many of those cover  
mopar parts in general, not just Plymouth.

Richard Tapp

Hello again

Spelling De Soto as DeSoto got me lots more US  
links

<http://www.carcollector.com/>

<http://www.canadianclassicsmag.com/>

<http://www.desoto.org/adventures.html>

<http://www.heminet.com/> (slow?)

<http://www.gillys.com/>

Richard Tapp

## Technical Forum

### Does your Dodge 4 have a clunk?

For Dodge 4 owners with concerns over what appears to be big end or main bearing 'thumps' when starting the engine using the starter motor - don't despair!

The noise is more than likely coming from the clutch plates, as I discovered with our 1924 buckboard. Why is the noise coming from the clutchplates? It works like this.

I had a burnt segment in the starter motor commutator. The engine spins over until it hits this segment. The engine slows down (imperceptibly) but the clutch keeps going and bangs against the flywheel pins - hence the thump.

There is enough inertia in the flywheel to keep the engine turning, and for the starter motor to do its job until it hits the bad segment again, and thumps again, etc., etc. A reconditioned starter motor will fix the problem.

Many thanks to Tim Smeaton for helping me to find the answer to my worrying noise.

*Malcolm Dubois*

*(If I could add a short rider: before tackling such a problem, enjoy a glass or two of good red, then go out to the shed in a jolly frame of mind, sing a few dirty ditties, and in no time you will have solved all difficulties. At least, that is how it worked this time! Co-Ed. T.S.)*

### K.L.G. Spark Plugs

In 1912 when the early racing cars were attaining higher and higher engine speeds, Kenelm Lee Guinness, an enthusiastic amateur racing driver, found that development was handicapped by the inability of the plugs of those days to withstand the increasingly severe engine conditions. In his racing workshops at an old disused inn called the "Bald Faced Stag" at Putney Vale, near London, he set out to design and build spark plugs to satisfy his needs. His first plugs proved so superior that Guinness was soon receiving insistent demands from his friends in the motor racing world for 'plugs like K.L.G.s'. So, in a small way, production began in the cellars of the old inn. The fame of the new plugs spread rapidly. More and more were made to satisfy a growing demand, and then special plugs were designed to meet the needs of the infant aircraft industry. 1914 brought war and Guinness joined the Navy. However, he was soon recalled by the Government to organise the manufacture of spark plugs for the Royal Flying corps

(forerunner of the R.A.F.) and the Royal Naval Air Service.

By the end of the 1914-18 war, K.L.G. plugs were world-famed among flying men and the "Bald Faced Stag" had been augmented by a modern factory employing over 1400 people. In 1919, S. Smith & Son (M.A.) Ltd., acquired the world selling rights for K.L.G. products, and eight years later the company passed completely into Smith's hands, with Guinness himself remaining as consultant. From 1919 onwards, K.L.G. plugs were used in almost every motoring, motor cycling and aeronautical achievement of note both in Great Britain and overseas. The factory also produced a number of special engines and two complete record-breaking cars - Sir Henry Segraves's "Gold Arrow" and Sir Malcolm Campbell's "Bluebird".

*(Taken from KLG Flashpoint, published by S. Smith & Son, December 1966, and found among clippings kept by Keith Lucas)*

### Snippet from the past

*(Thanks to one of my students who passed this on. I cannot vouch for its authenticity!)*

In the 1500s, most people got married in June because they took their yearly bath in May and still smelled pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the body odour. Baths

consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children - last of all the babies. By then the water was so dirty you could actually lose someone in it - hence the saying - "Don't throw the baby out with the bath water".

## Local History

### The Advertiser, January 17, 1924

#### Cycles, Motor Cars. &c.

Dodge, 5-seater, a splendid car. Good as new, well shod, mechanically sound, £260: a small deposit will secure. - 76-78 Grote St.

Dodge, newly painted, in thorough working order, a splendid chance to have a good car. £120 - 76-78 Grote St.

Dodge 5-seater, splendid order, 1918 model; a bargain; tyres good, self-starter, new; only £115. - Hayward, Newmarket.

Dodge, single-seater, for sale, good order, freshly painted - T.S. Wilson, 1 Brookmans Building.

Dodge, 5 seater, in excellent order, and good appearance, been well looked after, private car - Mr. G. Wiper, 46 Gilles St.

Dodge, 5-seater for Sale, very good order, including extras, seat covers, side curtains, painted navy blue; price £195; no dealers. 12, Arcade. Central 0431.

#### James Marshall & Co.

##### Great Annual Summer Sale.

Outstanding Sale Values in every section of the business. The Showroom being of special importance to all women folk. ..Special

oddments in Ladies Costumes and Frocks:-

Lot 1. Ladies colored Sponge Cloth Frocks, trimmed Collar, cuffs and inlet Vest of Organdie Muslin. The colors include Dark Saxe, Lemon, Maize, Vieux Rose and Grey. Regular value, 69/6.

Lot 2. Maids' plain and striped Fuji Silk Frocks, round neck, short sleeves, all made from the best quality Fuji silk. Balance of new season's good, Lengths from 40 in. to 43 in. Marked prices, 39/6 to 42/-.

Lot 3. Maids' dainty White Voile Frocks in a big variety of smart styles, and trimmed Real Irish Crochet, Filet and Wire Mesh Insertion. Lengths range from 33 in. to 45 in. Marked prices range from 35/- to 55/-....

Lot 4. Maids' White Voile Frocks, daintily trimmed. Filet and Wire-Mesh Val. Insertion, round neck and short sleeves, Lengths 42 in, 44 in & 46 in. Marked prices 16/6 to 21/-

We again stress the fact that the quantities in these groups are limited, and early attention today is desirable to secure.

#### Shipping

##### England via America

By the Oceanic Steamship Company Steamers. 10,000 tons. 17 knots.

Next Sailings from Sydney

A.M.S. Sonora Jan 30, 1924

A.M.S. Ventura March 5, 1924

Pacific Portions of Trip include call at Pago Pago, Samoa, typical of all the most interesting of South Sea Islands, and Honolulu, Hawaii, acknowledged the world over as the most beautiful spot in the entire Pacific; San Francisco, the terminal point, according to Lord Bryce, is one of the most beautifully situated cities in the world.

Sydney to San Francisco in 19 days

The Overland Trip to the Atlantic Coast includes visits to Yosemite Valley, Grand Canyon, Yellowstone Park, Rocky Mountains, Niagara Falls, Hudson River, etc.

Intending passengers must produce Government Passports before tickets can be issued.

Full information, Fares, &c. can be obtained from the Agents;

McIlwraith, McEachern's Line Pty Limited, Scottish House, 117-119 King William Street, Adelaide.

#### Foy & Gibson Pty Ltd

Men's overcoats reduced to 69/6.

No. A942 is a very smart Waterproof Chester, in Navy and Fawn shade, made with full belts or plain back, also made in the full cut trench shape, all sizes.

No. A939 - Fine heavy navy Cheviot overcoat, smartly cut, double-breasted, full belt, a decided winner, all sizes.

No. A 936 - Men's Tweed overcoats. In these we have a very full stock of beautifully made coats, mostly in the popular dark grey, single-breasted, neat strap back, smartly drawn at the waist, flap pockets, and with breast pockets, all sizes.

## Market Place

### FOR SALE

**1976 Dodge ute**, less than 15000 km, all original. Real estate agent handling sale for elderly gent in Gawler. 1 owner, last service 8000 km, stored 3 years. Agent not sure of its worth. Darren. 0412 036 551.

**1963 Dodge Phoenix** 147000 m., good tight car, drives well, 318 p/b auto, p/b radio orig., good vinyl upholstery, all orig. car. Rebuilt suspension, new rings and bearings at about 90000 m. \$3750. Ian Hentschke 8536 2774. ("A dream to drive" says Graham Bailey).

**1938 Dodge Sedan D9** maroon colour, body OK, interior and engine etc. 'original', + spare parts. B. Carter 8268 2009.

**1941 Plymouth Coupe** - good condition. Chip Thomas 8352 0510.

**1955 Furness caravan**. ideal to tow behind older car, restored recently, asking \$2650. G. Bailey 8264 2261.

**1925 Dodge tourer**, v. good cond. Denis Thompson 0419 824 448. Will sell to best offer!

**Tyres** (3 of) - 4.50 x 17 (used). Kevin Schultx 8277 9792. or Barry Maslin.

**Valiant CM** - FREE. Yes, although this vehicle is not going, blown head gasket, Gavin Russack wants to give it away! 8250 8595.

**1924-5 Dodges** + 1 original truck. In paddock 2 yrs at Stockwell, 1 running till 2 yrs ago. Want interested people to share purchase. \$1600 the lot. Owner Dave Cundy(?) 0428 825 921. Jamie 8252 7318 (a.m.).

### CLEARING SALE

#### BALAKLAVA - SCHOPP MOTORS

10 am., Wednesday, January 31st 2001  
Selling all workshop equipment and tools.  
Contact Roy Schopp 8862 1854.

**1936 D2 Dodge** sedan, full restoration 10 yrs ago, 93000 original miles, wheel spats, white wall tyres, spare in boot, 12V electrical, good paint, very reliable, good club vehicle, on club rego. "Jump in and take it anywhere". Some spares, delivery possible. \$12000 ono. Andrew Lear, Pt Lincoln. 8682 5519.

**340 E55 Charger**, genuine. Full ground-up bare metal restoration with 2 pak Glaserit paint. Interior fully re-trimmed. \$8500. Also range of parts to upgrade bakes, wheels, ignition etc. (Total package \$12500). Other spares include gearbox and Holley carby. Contact Mark Kraulis 0419 833 100.

### WANTED

**6 volt claxton** (?Klaxon). Brian Miles 0412 497 772.

**1928 Dodge Fast Four** distributor. Michael 8252 1381.

**1934 CA Chrysler**. Information or whereabouts of engine and radiator for this rare car. Chris Howes 0407 792 741.

**1956 De Soto** Pitman arm to suit power steering. Murray Bryant 8443 9967.

**1982 VH Commodore** workshop manual. Doug Sweetman 8554 2286.

**1929 De Soto** sedan - fuel tank sender unit to suit. Lloyd Kennedy 8289 2814.

**1936 Dodge** - front bonnet catches and bumper over-riders (over-riders as for '37 or '38). Ray Knight (08) 8725 7584.

**1935, or 36 Plymouth convertible coupes** I'm from Christchurch, NZ. I was wondering if any of your members have 1935, or 36 Plymouth convertible coupes, or Plymouth convertible coupes with Chrysler badges (early badge engineering!). I would like to restore one, and I have a number of convertible parts to trade, or sell. Grant Magrath. 00 64 3 3816076 31 Wainoni Rd, Christchurch New Zealand

## Deadline for next issue

Please submit material for the next magazine before February 23rd. Neat handwriting, or typed copy is appreciated. We can work from 3.5" diskettes in either IBM or Macintosh format, in Word or most other wordprocessing packages. You can also send material by email to [rtapp@camtech.net.au](mailto:rtapp@camtech.net.au) if you

have these facilities. The magazine has been printed by CRC member John Davis at Four Hour Printing, Fullarton Road, Norwood. Artwork proofs printed courtesy of Kennedy & Co, Chartered Accountants."

Standard advertisements for inside front and rear covers held by 4 Hour Printing.



*Can you recognise this vehicle? See page 4 inside for the answer!*

If undeliverable, please return to:  
C.R.C.A. (SA) Inc.  
P.O. Box 667  
PLYMPTON SA 5038

'THE CHRYSLER COLLECTOR'

Print Post Approved  
PP531442/0002

**SURFACE  
MAIL**

POSTAGE  
PAID  
AUSTRALIA