



THE CHRYSLER COLLECTOR



Number 140

May / June 2002

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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

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

President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice President:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Treasurer:	Alan Driver, 1 McConnell Avenue, Marino 5049	ah 8298 1194
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Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
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Run Coordinator:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	Neil Wormald, 14 Laver Crescent, West Lakes Shore 5020	ah 8449 7254
- touring badges	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
-	Carole Barnes, 21 East Avenue, Millswood 5034	8293 7923
-	Philip Bakker, 88 Northcote Avenue, Para Hills West 5096	ah 8285 3485
-	Gary Hiscock, 12 Enid Avenue, Osborne 5017	ah 8248 6348
-	Barbara Hiscock, 12 Enid Avenue, Osborne 5017	ah 8248 6348
Federation Rep:	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
Triple 'C' Rep:	Chip Thomas, 102 L'Estrange Street, Glenunga 5064	ah 8379 2338
Historic Vehicle South:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Assessors: Central:	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
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North:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Assistant Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Club Tools:	Held at Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than 28 June 2002. Corrections/amendments until 30 June 2002. Contributions can be e-mailed to crCasa@picknowl.com.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. 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. The permission of the author should be sought before reproduction. **Website:** The Chrysler Collector can be downloaded in colour from: <http://homepages.picknowl.com.au/crcasa>

COMING EVENTS

CLUB MEETINGS

8 May 2002

Wayne Window — motor radiators

15 May 2002

Committee meeting

12 June 2002

Glenn Dix — motor sports identity

10 July 2002

Alan Toull — vehicle artist

14 August 2002

Mr Stidwell — aerodynamics

21 August 2002

Committee meeting

11 September 2002

Motor Registration — special number plates

9 October 2002

Hobby night

16 October 2002

Committee meeting

13 November 2002

Graham Sharley — Restoration of a Mercedes race car

CLUB RUNS / EVENTS

22-26 May 2002

Mangeranni Run

26 May 2002

St Kilda Tram Museum

23 June 2002

Pub Lunch (south)

14 July 2002

Tooperang Trout Farm

18 August 2002

TBA

15 September 2002

Yelta, Pt Adelaide

24 September 2002

CRCASA Motorfest event

20 October 2002

Tick Tack Ponies (to be confirmed)

17 November 2002

TBA

8 December 2002

Christmas Picnic

INVITATION/OTHER CLUBS' EVENTS

18-20 May 2002

PADARC Rally, Pt Pirie.

31 May—2 June 2002

Barossa Valley Historical Vehicles Club 25th Anniversary Rally 8564 1020 for details

8/9/10 June 2002 (Long Weekend)

The Flinders Rally Port Augusta entry fee \$21

24/25 August 2002

Upper South-East 4 clubs Rally Bordertown

29 September 2002

Bay to Birdwood plus Motorfest in the week before and afterwards.

14-18 October 2002

5th Biennial Dodge 4 Rally—Mittagong (Southern Highlands), NSW. Geoff Knapman 02 4868 1252

26/27 October 2002

Lower Murray Heritage Rally 2002 Murray Bridge

21-30 April 2003

National Motoring Tour based at Ulverston, Tasmania. 30+ eligibility. Contact Ross Bryant.

SWAP MEETS

25 August 2002

Willunga at Lion's Reserve

16-17 November 2002

Bendigo

Welcome to New Members

John Andrea
Findon

1959 Dodge Custom Royal

Christopher Taylor
Fullarton

1969 Chrysler

Matthew O'Neil
Boulder, WA

1959 Chrysler Royal

Dennis & Daphne Burford
Naracoorte

Philip O'Neil
Hackham

1971 Chrysler Valiant

Ricky Letts
Aldinga Beach

1967 VC Valiant

Cover Photos

Front: Alan Toull's painting of a 1948 Dodge Sedan. This is the third of a series of Alan's paintings used on our covers.

Rear: Gary Hiscock's 1961 Chrysler Royal photographed at the start of a club run last year.

Both photographs by Richard Tapp

COMING EVENTS

Mangerannie Trip

Wednesday 22 May 2002

Meet at Roseworthy Service Station at 8.00 a.m. on Wednesday 22nd May.

Journey via Spalding, Jamestown and Orroroo to Cradock. Morning tea and lunch spots to be decided.

I have spoken to the owner of the

Oases Caravan Park in Marree about catering for our evening meal.

No group arrangements have been made for the journey home. Everybody can do their own thing. Some are going on to Birdsville, some have to come back as fast as possible.

It has been suggested that some of the cars may be eligible for the Club Touring Badges. Ring Ross Bryant for details of these.

We have organised to purchase 20 litres of port to take with us. Everybody can contribute something towards the cost.

Judy Hart

St Kilda Tram Museum

Sunday 26 May 2002

Meet at the Northpark Shopping Centre at 10.30 am for an 11.00 am start.

We will travel straight down Main North Road to Port Wakefield Road then continue

along Port Wakefield Road until turning left into St. Kilda Road. We will follow this road to St. Kilda Beach.

B.Y.O. lunch and drinks for lunch at St. Kilda Beach before traveling back to the Tram

Museum, which opens from 12.30 pm until 5.00 pm. Group bookings cost \$4.00 per person.

For more information please ring Gary Hiscock, 8248 6348 after 4.00 pm.

Gary Hiscock

Pub Lunch

23 June 2002

9:30 start at the CCC Clubrooms, for a 10:00 am departure, picking up anybody who prefers to meet at the

weighbridge at the top of Taps (past the Victoria Hotel), at 10:15 to 10:30.

Lunch will be at the Alma Hotel, Willunga.

The meal will be choice of two hot meals, plus sweets, and tea or coffee for \$12 per head (quoted at this time).

Ross Fleming

Tooperang Trout Farm

Sunday, 14 July 2002

This is planned to be a pleasant drive to Tooperang, which is 6 km from Mount Compass.

There is ample parking and a large roofed gazebo. A large BBQ is available and tea, coffee, cakes etc from the on site tearooms.

If you have never caught a fish this is your chance! There are easy, medium and hard to catch ponds. You buy the fish you catch at shop prices \$9.80 Kg and if you want you can clean and cook the fish for your lunch.

Entrance to fish is \$3.50 (adult) and \$1.50 (child) which includes hand line and bait, or you can

bring your own fishing rod.

Leave the Clubrooms at 9.30 am and meet others at the Tapley's Hill weigh station at 10. am.

On the run sheet we will tell you of some places you could visit on the way home.

Ken & Carole Barnes

Restoration Services Directory

This is printed every two years, in conjunction with the Register of Members and Register of Member's Vehicles.

However, the information needs to be updated constantly, as information becomes available. The

updated register will be available from the club website, between biennial printing.

If you become aware of a supplier who should be added to the directory, removed from the directory or whose details need to be updated, let me know. Otherwise the usefulness of the directory will steadily deteriorate.

The updated version on the website is April 2002.

FROM THE COMMITTEE

President's Message

Since our last magazine issue there has been plenty of activity within the club, which is a good indicator of just how enthusiastic our members are. When it comes to meetings and outings the numbers attending are very impressive.

Speaking of attendances, our March meeting had standing room only, largely due to the Historic Registration renewal which I must say went off remarkably smoothly. The secret to this exercise was the forethought and good preparation by our Registrars, Dave and Gaye Aylett. Well done to you both and many thanks to those other members who assisted in making this somewhat tedious task a smooth flowing process.

Our past outings have been well attended and memorable, perhaps none more so than the Meningie campout put together by Roy and Norma Schopp. What an absolutely fabulous weekend it was, camped on the shores of Lake Albert, which was just like a picture postcard.

A few weeks later we had a very good turnout for our run to Littlehampton. A pleasant day was spent on the miniature railway which meandered around this historic property. The crowning feature however was the invitation by Trevor

Kelly to his nearby shed which was quite an eye opener.

As for future events, we have a "Harty" bunch of souls who are about to tackle the wilds of the inland desert country on a venture to Mungerannie just up the Birdsville track. Good luck folks! Can't wait to here the tales which come back from this one!

On a slightly more serious note, the International events which have affected the Insurance industry have filtered down to our level with changes to Public Liability cover. As you would be aware every club has to maintain a policy to that effect. Recent happenings have seen Insurance companies backing away from this section of the market by way of either increasing premiums by exorbitant amounts or simply returning policies. The Federation has been looking at ways of making a collective policy cover for a group of clubs which may result in reduced premiums. We will keep you informed of future developments.

In the meantime lets keep those restorations rolling.

Happy and safe motoring

Chris Howes

Secretary's Jottings

Seems only a short time since the Club closed up for Christmas!, and here we are heading for the middle of the next year! A number of good runs and outings have already taken place to date in 2002, with plenty more in the pipeline!!

Dick and Judy Hart's contribution to the Year of the Outback celebrations is currently keeping a few Club members busy preparing for a 3 to 6 day run to Mangeranni and return (we Hope)! When enquiring recently with the Hotelier at Mangeranni, I asked about room, getting the reply, No Worries, we have around 3000 square miles all around the Pub !

Trevor and Lorraine Beythien have busily organised (and still are), the route and travelling by both vehicle and boat, to Tasmania, in April 2003(For the Tas Rally of 10 days)

Malcolm Dubois and Barry Maslin have recently spent some time retrieving from Mitsubishi, a quantity of manuals and tools, which may be of some value to the Club.

All in all, there are some busy little beavers in the Club, for the likes of you and me.

Be nice to see Murray Bryant back on his feet in the near future, currently undergoing some checks in the RAH. Recently, Murray and Merle moved into a brand new home, with new phone number — 8295 3185. Perhaps Murray is suffering withdrawal symptoms — missing his sheds etc.!

Ross Fleming

Editorial

WEBSITE

There have now been over 2000 visits to our web site. We have exceeded our initial space allocation but Picknowl (xxx) have doubled the allocation to 20 Mb, in part because I was able to identify a significant number of members who were Picknowl customers. If you are also a Picknowl customer please let me know.

CONTRIBUTORS

I have been meaning to do this for some time—acknowledge the contributors to the magazine.

This months magazine is brought to you thanks to

contributions from: Judy Hart, Ken & Carole Barnes, Chris Howes, Ross Fleming, Maurice Emerson, Lorraine Beythien, Greg Janzow.

RESTORATION SERVICES DIRECTORY

This month I have had some good updates for the Restoration Services Directory. The latest version is on the website. Maurice Emmerson (one of the contributors) has had very good work done by both Pearlcraft and Precision Miniature Machining, two of the new entries. The latter specialise in gears as small as those found in speedometers.

Richard Tapp

PAST EVENTS

Ray Miels Memorial Breakfast Run

Sunday, 27 January 2002

Once again an early start from Gawler for us. I travelled with Allen and Cynthia Kempster in the 1954 Dodge. It's always a good run early in the morning. The weather didn't look the best, but didn't deter the Chrysler Restorers enthusiasts. There was a great turn out as usual.

The run took us on a sure tour of the suburbs, mainly Colonel Light Gardens, which is a pretty suburb with wide streets not like the new estates of today.

The destination was at the back of the old Goodwood Boys Home in Mitchell Street, Millswood. As usual following the leader doesn't always work, but everyone managed to arrive. Everyone

set up and got into the cooking having a hearty breakfast, with just a few spots of rain to annoy.

My son Mark and daughter Leah brought their children along for grandma to show off. Once again a great run which Ray would have enjoyed. He always looked forward to the breakfast runs as a great start to the new year.

Thank you Brenton and Norma.

Joy Miles.

Apologies to Joy—I misplaced this contribution for the last issue. Ed

Pool Party

Sunday 17 February 2002

It was a typical Adelaide 2002 summer day, clear and warm, but we decided to go to the Pool Party anyway. I figure if people go to the trouble of doing things for the Club it is up to us to participate in them. We arrived at Winston's to find only a few die-hards were there, with only the veiy young braving the water. We settled in for a nice afternoon of chat and a couple of drinks, helped along with the usual delicious nibbles. After a while a few of the older generation took their courage in both hands, changed into their bathers and gingerly eased into the water. By all accounts it was great when you got in, but I decided to take their word for it. After 3 hours a day, 5 days a week in the water, I need a bit of

persuasion to indulge on the weekend. We eventually had our barbeque tea with shared salads and desserts. Who-ever started this tradition did us a great favour. It is amazing the amount and variety of food we have at every function. Eventually, we all started to wend our way home, full of good food and happy with the day. A big Thank-you to the Winstons for allowing us the use of their house, garden and pool. And I must say, the garden looked a picture. As a post-script to this, guess what I received in the mail a month after the event? Give up? A fine for \$218 for running a red light and I wasn't even driving!

Judy Hart

Port River Cruise

Saturday 23 February 2002

I went on my own on this one because Richard had gone up to Riverton to work on the Caravan seeing it was Saturday.

I arrived down at Port Adelaide on the left hand side of the Bridge near the TAFE College as instructed by Ross in plenty of time. Waiting there were the Crowhursts and the Winstons. We stood around chatting in the lovely sunshine, but speculating about where was the boat? How was it going to tie up here, it's very high? Do you think we should be on the other side? No, Ross definitely said the left hand side of the bridge!

Melva Schumacher arrived, so we thought we can't all be wrong. But it was past the time we were supposed to be there to board, and no people, no boat. Then, on the other side of the bridge we see this little figure running down the quay as fast as he could go. "Is that Ross?" "Certainly looks like Ross". Sure enough, it was he, and yes, we were on the wrong side of the Bridge.

We loaded up into our cars again, negotiated the traffic to get out on to the roadway again (no easy feat) and eventually found the boat, paid our money and hopped on board. There were about 30 odd people on for the trip, which was an excellent turn out considering it was a Saturday and most of the blokes were off in Ballarat.

We had a pleasant but definitely unattractive ride down the Port River until we reached the submarine base, then we turned around and came back. We disembarked, then the rest of the mob went off to the Pizza Hut for tea.

I drove down to Glenelg and met up with the wives of the fellows

who had gone to Ballarat. They kindly allowed me to join them for dinner and the movies, even though Richard hadn't gone away. Quite a pleasant way to spend a Saturday. Thanks to Ross for organising it.

Judy Hart

Approximately 45 people attended the boat cruise on a pleasant Saturday afternoon at Port Adelaide, finishing up at the Pizza Hut on Port Road at Hindmarsh,

A number of folk were almost stranded (no food and water), due heading to the wrong meeting spot, as directed by the run organiser! In his defence, he did indicate at the December meeting, he was not 100% sure this info was correct!. Unfortunately, the Advertiser didn't see fit to print the Club notice with the correct details!

The short cruise was complete with a running commentary on various features and historic area of interest. The Port is certainly undergoing some changes, for the better, and should if managed right become a pleasant and prosperous place to visit or live.

I was surprised to see the good crowd who returned to the Pizza Hut, around 40 attended and enjoyed the delights the "Works Deal", at \$11 had to offer.

Thankyou for supporting the evening, from my observation, all seemed to enjoy the company and the relaxed atmosphere, plus the meal at the Hut!

Ross Fleming

PAST EVENTS

Meningie Campout

8-10 March 2002

This was held in the Lake Albert Caravan Park, on the Lakes edge, surrounded by shady trees and green lawns. The park had the cleanest of facilities we have seen, however some of the lanky people e.g. Kevin Williams and Allan Martin found the shower rose too low and were heard crawling around in the shower cubicles. The weather? Absolutely perfect. All credit to Roy and Norma Schopp, firstly for finding the place and secondly for organising what happened.

What did happen?

Sixty-one people attended in an array of cars and caravans. Some people for their first camp-out and we do hope Trevor & Lorraine Kramm, Dave & Wendy Roper and Noel & Rae Cowie enjoyed themselves. Some older cars attended including a trio of pre 1930 wooden wheel roadsters. Allan & Sandy Martin's 1929 DeSoto, Ross Bryant's 1929 DeSoto and Ken & Carole Barnes' 1927 Fast 4 Dodge.

Roy & Norma Schopp took their mobile home "Goondooloo", Neill & Joan Wormald caravanned with their two lovely golden retrievers Abby & Molly and of course Henry the

galah was there. Monty, Gail & Malcolm Dubois' small dog was there and enamoured with the beautiful Abby & Molly much to the consternation of his "Mum". Gil & Chris Purdie gave their recently acquired caravan a run and Ralph & Margaret Winston arrived in a brand new van, which they were taking to Sydney to greet a new grandchild, not then born.

Early Friday night saw everyone together for a happy hour. Thanks, to Dave & Wendy Roper, who had brought fresh blue crabs cleaned and ready to eat, the compliments of their future son-in-law. Later everyone was invited to the Meningie Bowling Club for a \$7.00 two-course meal with tea or coffee and drinks at happy hour prices. Some of the members of the bowling club also had old cars, including a 1923 Dodge Tourer, as well as stationary engines.

As luck would have it Norma Schopp won a raffle prize of a bottle each of red & white wine, which she generously shared at the Saturday BBQ. Most walked back to the caravan park for a nightcap and natter.

Saturday morning "the word had got around" that a swap meet was to be held on the oval opposite the Caravan Park, but instead it was an auction



PAST EVENTS

Meningie Campout (continued)

for the local cricket club. This event was stormed by the men, which left the women to their own devices at the craft/coffee/cake shops.

Bev Dart despaired with Ken, who unable to resist a bargain had trouble fitting the shower screen (full size), electric lawnmower, car radiator fan and surround, as well as an exercise bike into his Holden station wagon. President Chris Howes was pleased with his buy of a fold up table and stool for \$1.00 that made up for the chairs and table he had left home.

Brenton & Norma Hamilton suggested a drive to Narrung on Saturday afternoon and quite a contingent left, only to find Narrung very quiet with the only shop in the town shut, but the scenery was worth the trip. At 5.00 pm Norma Schopp organised a Boule play off, so silver balls were thrown in all directions until at last Dave Roper came out the winner and received his prize to the cheers of the CRC mob.

Then there was a cook off by everyone on the BBQ's with shared salads and Norma's wines. Then to watch the beautiful sunset across Lake

Albert and to notice even then Martin Wood and his friend were still fishing for that elusive big one.

Norma Schopp and cohorts then brought out a pink iced cake with jelly babies and birthday candles on it, and we all sang happy birthday to Rick Frith, who was only too happy to give kisses to all the girls to celebrate number 55.

Unfortunately President Chris had to make an announcement concerning unbecoming behaviour of a member in particular, who he named as Allan Martin. Chris and others had noted that Allan had at all times with him a rubber rooster or cock that was naked. Joan Wormald had supplied some clothes and Chris made sure the cock was discreetly clothed, much to the amusement of all present.

Sunday morning found everyone in a much more subdued state, some had decided to stay longer. Gail Dubois decided to send Malcolm off to work while she stayed on and Kevin & Roxanne Frith prepared for the journey to Blanchetown with their Valiant locked in top gear and towing a



PAST EVENTS

Meningie Campout (continued)

caravan.

With lots of good byes the camp broke up with good memories of a great time. Carole and I came home in convoy with Allan & Sandy Martin via Wellington, where we met up with David & Melva Schumacher and all had lunch together in the Court House/Jail complex, then left in 35C heat for Adelaide.

Roy & Norma Schopp we do want you to know that we all enjoyed the campout. Wonderful site, just the right distance, and a great mix of activities. Thanks for organising the event.

Ken Barnes

We arrived at the Caravan Park to find almost everybody had disappeared down to the Bowling Club for a \$7.00 a head meal of hot corned beef with a choice of dessert. Made our chicken wing-dings purchased at Tailem Bend taste even worse than they did!

We set up camp and waited for Roxanne and Kevin Frith to arrive (we saved their spot for them). They eventually did but the Valiant had decided to stay in one gear only so Kevin couldn't back it into his site. All hands on deck and the van was soon pushed into position..

The evening was very cold so after a couple of drinks and a chat some of us went down to

Schopp's annex for a bit more chat, but most went off to bed.

Mays were sitting at their site watching the Crows get beaten. I was most impressed with their camper-trailer, I am sure it had everything that opened and shut, including a video player! I might have to park close to them next time.

Morning dawned bright and beautiful. Great excitement spread through the camp. There was something going on over the road at the oval. Looked like a SWAP MEET!! !!! Oh, what joy. Guess where all the blokes decided to go? No prize for that.

The ladies decided to go for a walk down to the main street to check out the craft shop. On the way we passed the local dress shop that was having a sale. Guess where the ladies stopped first.

Quite a few of us bought something, just doing our bit to boost the revenues of the town. Then on to the craft shop and then the coffee shop. Quite a pleasant morning was had by all.

Various things came back from the garage sale (that's what it was) including a play pen, a box of craft magazines, a rather rickety fold up table with matching stool thrown in, a Flymo lawnmower (bought for it's really long cord) and a weed sprayer. After lunch a few carloads went



PAST EVENTS

Meningie Campout (continued)

sight-seeing, a few people socialised and a few had a good sleep (must be all that fresh air), a couple went fishing.

We all had to be back on deck by 4.00 p.m. for the Boule competition. We had a good time throwing little silver balls around, but do you know I haven't the foggiest idea who won!

By this time it was Happy Hour so we all went and got our eskies and nibbles. We soon decided we had better start tea before it got too dark. Neill and a few helpers had erected the Club tent which was a god-send. We shared our salads and desserts and then got stuck into the chat and drinks.

Next minute our President Chris stood up to make an announcement. Rick Frith was celebrating his 55th birthday that day so Joan Wormald, in her inimical style and ably assisted by Norma Schopp, had purchased a cake, iced it with PINK icing, put candles on top and decorated it with jelly babies (I'd be very careful if I were you Rick — hope it's not an omen) and presented it to Rick to blow out the candles. We then all helped him to eat the cake.

Another presentation then took place. For ages we have all been very concerned about Allan Martin's cock and it's lack of feathers, especially with winter coming on. Joan managed to find a doll's jumper and knickers which she thought might be suitable attire.

She duly made a gift of these to Allan. You haven't seen anything funny until you have seen two grown men trying to dress a naked rooster! They ended up with the jumper on his nether end, which actually seem to fit better that way and the pants on his head. Once again it was really cold so gradually everybody meandered off to the warmth of their beds. Another fun day was over.

Next day it was up, pack up and head for home. The weather was good, the company was good and once again a good time was had by all. You must all try it.

Judy Hart

Photo credits pages 8-10 Ken & Carole Barnes, This page, Gary Hiscock



PAST EVENTS

Power of the Past

2-3 March 2002

The 17th annual "Power of the Past" was held at the Mount Barker Oval on this weekend and once again provided a very successful and entertaining occasion for the enthusiast and restorer of all types of motor driven machinery, ranging from stationary engines to motorcycles, trucks, tractors and cars.

This year the feature was on Ronaldson Tippet engines and equipment, Chrysler products and Massey-Harris tractors.

Many interesting displays were arranged, stationary engines driving pumps, fans and saws, just to name a few of the ingenious methods used to demonstrate them.

There was a tractor balance competition where old tractors would driven up a balance ramp and the operator who brought his tractor to a perfect balancing position in the quickest time was the winner. Very skilful driving needed for these old tractors.

An excellent display by the Adelaide Hills Motor Restorers Club, who stage this event each year, featured engines and a large range of very old working farm machinery. There was an interesting exhibit of Land Rovers and how they could be adapted to operate power takeoff equipment. Restored motorcycles (AJS and Bultaco) were also featured in a very well set up a display.

While all this was in progress, in the main pavilion was a

wood turning demonstration and "spinners and weavers" were actively engaged in a competition to win back titles for the world fastest time to turn wool on the sheep's back into a finished garment. The time of 10 hours was the record they had previously set.

Saturday saw a good number of cars, commercials and motorcycles on display but on the Sunday considerably more vehicles arrived to make up a magnificent collection of over 140 vehicles, veteran, vintage and classic.

The Chrysler feature for the event attracted approximately 25 Chrysler products, including a number of cars from our club, making up an excellent display.

The "best commercial" trophy (for a beautifully restored Diamond T truck) and the trophy for the "best classic vehicle" (a lovely little green MG TC sports car) went to their respective owners. The "best Chrysler" trophy went to club member Jan Emmerson for her lovely 1960 New Yorker coupe.

With the added attraction of a swap meet on the Sunday, good catering and facilities, this event situated in the wonderful Adelaide Hills is getting bigger and better each year and the Adelaide Hills Motor Restorers Club should be congratulated on once again presenting an excellent "Power of the Past"

Maurice Emmerson

Littlehampton — Platform 1

Sunday 7 April 2002

The day started off, looking as if storms were on the way, but as we traveled further, into the hills towards Littlehampton the weather became quite good.

We met again with the Lotus club at the Colonial Motel near the Toll Gate, it seems we must have similar club days to them, as this is the second time in a month we have both been in the same meeting place.

Directions were taken from Brenton and we took off up the old Mt Barker Road. It was the first time we had used the road past Eagle on the Hill since the new freeway has been opened. All of the closed service stations on top of the Eagle look a bit lost now.

We arrived at Platform 1, which is situated between the Melbourne Train line and the Victor Harbour Train line, Glen Liebelt, our train driver and host greeted us. He directed us to our parking places and showed us to the picnic area. We could then talk to the animals and look over the museum which had plenty of Train info and a Station sign from NAR NAR GOON which had us all puzzled. (So I found it on a map of Victoria for you Dick.) It is just out of Pakenham on the line to Sale from Melbourne.

Next were the train Rides. First were the children with parents, because they were going to feed the cattle on the fist run. I'm not sure if Roy Schopp was the child or Norma but they both went on the first ride. That was probably why the train broke down and they had to push it up the hill.

Then Roy got off the train and wanted to see some stationary engines out in the paddock. Glen told off Roy for going the wrong way. (Roy said he was used to that!!!!)

They had a few problems with the train but I think we all had a ride, even if we had to unload 1 carriage near the smoke house tree and go back and get them later. We were told that a new train is on the way and the old one will be restored, when it comes in a couple of weeks.

After lunch many of us saw Liebelt House. This house has some real gems in it. There have been 8 generations of Liebelts who have lived in the house and now it is a museum and Bed & Breakfast. The house has a cellar, which they have closed off to save some of the gems for their children to find later in life. Most of the furniture and furnishings are original. It was a very interesting old German House.

After farewells at Platform 1, some ventured to Trevor Kelly's SHED. Boy what a shed! Trevor has enough work to keep him busy for the next century. He collects just about everything. Cars, trucks, bottles, match boxes, models, gem stones, stationery engines, fridges and freezers full of books and magazines about everything and anything, plus any thing else your heart desires. I think that if you couldn't find it anywhere else, you could try Trevor. Thanks Trevor, I'm sure the all the guys want a shed like yours.

Also thanks to Brenton for organizing another great run.

Lorraine Beythien

PAST EVENTS

US Auto Adventure—Walter P. Chrysler Museum

Always plan ahead! And if you don't, hope for some good luck!

By the time I landed at Detroit airport, two things have happened which would be of great help to the success of my mission to visit the Walter P. Chrysler Museum. Firstly someone in Adelaide had given me a matter of Detroit and surrounds (after Pontiac) and secondly I had taken advantage of an offer of an early flight from New York.

I confidently approached the information desk, pointed to a spot on the map marked Auburn Hills and asked "How do I get there?" I was told that was over an hours drive, there was no public transport and taxi would cost me over \$80 one-way! The enthusiasm for my mission deflated briefly until it was suggested that I hire a car, as it would be cheaper and more convenient in the end.

So within the hour I was in the driver's seat getting used to the wrong side in the peak hour traffic - or so it seemed - and where I was the only one respecting the speed limit. The Enterprise Company had hired to me the cheapest (of course) car on their lot; a nice blue Saturn. This is a small General Motors car, easy to drive, the automatic transmission giving me a few less things to worry about. I must confess to having refused the Neon because it was more expensive.

The American highway system is excellent and I knew where I was heading. Of course I got "lost" once when I missed the vital turnoff because I wasn't prepared to get off the freeway on the right side.

I took the next turnoff and found myself in a very seedy part of the city. But with my map from Adelaide, and an instinct for direction backed up



PAST EVENTS

US Auto Adventure—Walter P. Chrysler Museum

by help from a service station customer, I was able to get back on track.

Some time later I turned off the freeway into the Daimler Chrysler headquarters, which is a massive complex, and quickly found the Museum just before it closed at 5. I left the Saturn running and dashed inside where the staff supplied me with a list of hotel accommodation. Within half hour I was preparing to spend the night in the local Holiday Inn, my budget blown again.

I was at the Museum early next day and thankful that I had a car to get around. The car park is large but on that day the place didn't seem too busy. The Museum building is a large impressive shiny modern structure with three display floors. I had arranged to meet Bruce Thomas and one of the staff took me to his office down in the archive section of the basement level. I was warmly welcomed and Bruce and I chatted for a while—car talk of course—before he showed me over the whole complex and then left me to take in the displays at my leisure.

The Walter P. Chrysler Museum is a wonderful collection of treasures reflecting the heritage of the Chrysler Corporation. The ground floor is

devoted to the early years of the corporation from the 20s to the 50s. There is a recreation of Walter P. Chrysler's workshop and office with original fittings. The first Chrysler is there too and the other exhibits relate back to this model.

This was my favourite display area and my favourite exhibits was the glorious 1934 Imperial Airflow. Other lovely stuff included an Imperial convertible from the early 30s and a town and country convertible from the late 40s. Also the Newport and Thunderbolt models. All the exhibits were beautifully presented of course and there are audiovisual stations where visitors can investigate the history of Chrysler, both technical and social.

The upper level is devoted to vehicles from the 50s to the 80s. You can get to it via a spiral staircase which winds around a revolving display of concept cars including the 1963 turbo prototype. My favourite on this level was the Italian designed Chrysler from the 50s, but I could not go past the first Valiant for a bit of nostalgia. There is a theatre for films and lectures and at that time there was a continuous programme of films: the Walter P. Chrysler biography, muscle cars of the 70s and the Chrysler technical division.



PAST EVENTS

US Auto Adventure—The Hershey Swap Meet ctd

The basement "garage" level is devoted to special displays which are changed regularly.

This time the theme was the Jeep, a mark which Chrysler inherited sometime back. Exhibits reflected early developments through to the 90s and I really liked some of the attractive models produced in the early 50s. I don't think we had many of them over here.

There was a display of muscle and "sports" cars, and a Hudson, of all things. Very nice too! A Plymouth Prowler was "open" for visitors to try out-or try on in my case. I found the compartments rather claustrophobic, but the photo turned out well.

There was enough in the Museum to keep me fascinated for several hours and I walked around the place several times drooling over this and that. Chrysler heaven. And yet another special treat was in store.

During the day Bruce Thomas asked me if I would like to join him on a short excursion to his "barn". This is a huge shed which is a workshop and storage area of his car collection—an Aladdin's cave of automotive gems in various stages of restoration.

Not all were Chrysler products but there was a 1936 Airflow, and 1937 De Soto coupe and a couple of lovely pre-war Imperial convertibles. Most impressive was the 1939 model custom-built for the New York's world fair. Among its passengers in that year were FDR himself, King George VI and (our recently departed) Queen Mum. A photo op. was obligatory.

Bruce also introduced me to one of his favourites and a car you can use as a "regular driver"; a thoroughly beautiful 1948 Chrysler town car originally built for a Chrysler executive. It has all of the top of the line luxuries of its day with radio and power windows and a sumptuous interior.

I'm really grateful to Bruce for the privilege of a look at his collection and for his hospitality at the Museum. I had a great day and saw "in person" many vehicles which one usually sees only in photo form and there were some nice surprises too. It was definitely worth the effort to get to see the Museum but next time I will really plan ahead and take in the Dearborn Ford Museum as well.

Greg Janzow

Photo credits—Greg Janzow



FOREIGN CORRESPONDENCE

Seen in Canada

Reproduced from the April 2002 issue of "Pentastar Pride", newsletter of the Vancouver Island Region, WPC Club, with thanks to Ian Smale.

Is it a Dodge or a De Soto? A Car or a Truck?

This unique vehicle is owned by WPC member Mike Hancock of Wilkeson, Washington. Upon research from the vehicle's VIN# the car started out as a 1967 Dodge 2 door hardtop, painted gold.

The quality of workmanship and welding of joints on this car indicates to Mike that it was not a backyard job, or a body shop that built it. He believes it was probably converted by a professional coach building shop for use as a flower car for a funeral home or cemetery.

The front eyebrows and grille are from a 1957 De Soto Firesweep, which used the same front fenders and hood as a '57 Dodge. All in all, to be sure - it's a very interesting vehicle.

Mike plans to restore it to its original glory and show it around at north west car shows. Hopefully he can make it up to Victoria some time. If any of you were In Portland in 1998 for the WPC National Meet, he restored the red/white '68 Dodge sweptside pickup owned by Ken Gunkel which was at that meet and won best in its class.



Photo credits—Ian Smale



A SYLVAN LAKE GARAGE STORY

Foggy Friday

This article is reproduced from "The Plymouth Bulletin" issue 245 November-December 2000 with the permission of the author David Pollock and the assistance of the Editor, Lanny Knutson and compositor Ross Enge.

"Glad you're here, Dave," Roy greeted me on a cool Friday afternoon. "I've got a rush job and I'm getting behind schedule on some regular work." He pointed to a '50 Plymouth sedan.

"A stranger to me," I said.

"Yes," said Roy, "It belongs to Mrs. Bullen's brother. He's up from the city for a day visit. Didn't quite make it though. It started to heat up and miss at the top of the grade by the Legion hall. The radiator was empty. He filled it up slowly but when he went to restart, the engine turned a few times, then locked up solid."

"Sounds pretty serious," I replied.

"Not so bad as all that," Roy responded, "Look at this."

He handed me a head gasket with a big piece out between numbers one and two. "A cylinder full of water is pretty hard to compress, so it's a good thing he didn't get it started."

"What's to be done now?" I asked, noticing the engine had been reassembled.

"Torque the head down according to the book and refill the radiator. The pan's probably full of water so change the oil and filter, too. Get it started and run it outside to warm up. I'll be out front if you need me."

Roy went out and I got to work.

Only about a pint of water preceded the oil draining out of the pan. Everything went smoothly until I tried to start it up. The battery seemed willing. The spark was okay. There was gas in the carburetor. Thinking I had flooded the engine, I removed several spark plugs. All were clean and dry. I tried to start it again. Nothing doing!

Roy came back into the shop carrying his booster battery and cables. These he hooked up; then he slid behind the wheel. The engine spun a little faster and seemed a bit more willing. It kept spinning the starter out but just wouldn't start.

Roy came back into the shop carrying his booster battery and cables. These he hooked up; then he slid behind the wheel. The engine spun a little faster and

seemed a bit more willing. It kept spinning the starter out but just wouldn't start.

Roy got out and disconnected the cables. He gave the engine a look of disgust before closing the hood, saying, "These things can be mighty stubborn if the compression is low, but this one looked to be in pretty good shape. I even put a ring of oil around each piston just to make sure. We can't waste any more time on it. Let's give it a shove."

We pushed the car out of the shop and Roy steered it around the corner. As it gained speed he got in and put it in second gear. Down the hill, toward the lake he went. Would he be mad if it didn't start! But it did - about halfway down. Instantly the car was lost to view in a cloud of bluish-white fog!

As I stood gaping at this sight, the Plymouth, in short time, came roaring up the hill bringing the smoke screen with it. Once it was inside, I said, "There must be something awfully wrong, still." The garage was rapidly filling up with fog!

Roy just grunted and raised the hood. He took off the radiator cap and peered in. Then he lowered the hood and got down on his knees near the passenger-side door and reached under the car. He was smiling when he got up. Without saying a word, he got into the car and drove off. The smoke screen went with him.

Ten minutes later he returned, a wide grin on his face and the car running sweetly. No smoke!

He gazed at the puzzled look on my face, then laughed. "The water had to go somewhere, didn't it?"

I looked at him and then at the car.

"You said there wasn't much water in the pan when you drained the oil. You saw me check the radiator before I drove off. It was still full, so I knew the new gasket was alright. When I reached under the car, the muffler was stone cold and the engine was running! I knew then that's where the water was and why the engine was so hard to start. It couldn't breathe. Kinda like a case of pneumonia."

As I retightened the cylinder head, I wondered what the customer would have said if he'd seen all that "smoke." Maybe we could have told him that we were steam cleaning the exhaust pipe!



MOTERING HISTORY

Repairs by the Roadside

This article and the advertisements are taken from the 12 August 1927 issue of Dalgety's Review—for South Australia. I forgot who gave me these; please remind me so that I can give you credit next issue. Ed

HOW TO CARRY THEM OUT

To experience engine or chassis trouble on the road nowadays is so unusual that when the unexpected happens the owner-driver may find himself unprovided with the necessary spares or with the knowledge of how to rig up some temporary substitute. Before starting on a lengthy run or a tour, therefore, it is well to make sure that the tool kit is in order, and that the usual spares are on board.

No suggestions will be made here, however, concerning the spares which should be carried, because it would be more useful to discuss ways and means of doing without them in an emergency.

To this end the tool kit must be supplemented by the addition of such things as a length of thin rope or strong cord, some stout copper wire, a selection of bolts and nuts, and a few "pull off" springs. A list of this kind could be enlarged indefinitely, according to the amount of pessimism existing in the nature of its compiler, but in the present instance we shall keep our list small, and, by suffering a few imaginary breakdowns see how the car can be got going again with the available material and a little ingenuity.

Tyres are a vulnerable part of any motor car, and although an ordinary puncture or burst may easily be repaired by the roadside, a large gash in a cover and tube is a more serious problem. The slit in the tube should have round holes cut at each end before patching is attempted; otherwise the slit will be able to extend under the patch when the tube is inflated. It is advisable, also, to stick a patch inside the tube as well as outside if the slit is a long one.

A badly gashed cover can only be repaired temporarily, but this may be sufficient to get the car home or to the nearest tyre stockist.

One or more thicknesses of patching canvas should be stuck on the inside of the cover, and, with the tube replaced, it should be lightly inflated and strong leather straps or rope wrapped around the cover and in between the spokes. Inflation can then proceed until the correct pressure is reached, when it will be found that the bandage has tightened and imported a fair amount of strength to the gashed place. In the case of cars having disc wheels the only practicable repair lies in the use of a blowout patch or a tyre gaiter fitted with clips which engage the rim clinches.

Next on the list of possible roadside trouble comes spring breakages, but it is only when a main leaf breaks that immediate steps for repairing it must be taken. In the case of half-elliptic springs the chassis frame must, of course, be jacked up to its normal position, and then a packing piece, such as a block of wood or anything of the kind obtainable may be slipped in between the spring and the underside of the frame member. The packing should be lashed into position with rope or wire so that it cannot shift, and the jack may then be removed. In this condition the car can be driven with safety provided that the speed is kept very low and the tyres not too hard.

TYRE LEVERS AS SPLINTS.

Another way to overcome the effect of a broken main leaf, and this applies especially to the quarter-elliptic tyre, is to lash a tyre lever very tightly to it after having taken the weight of the car on a jack. Strong lashings which will not "give" appreciably must be used in this case, because upon them will depend the success and safety of the repair.

Luckily, steering mechanism breakages very seldom occur, but it is not unknown for a drag link or a track

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MOTERING HISTORY

Repairs by the Roadside (continued)

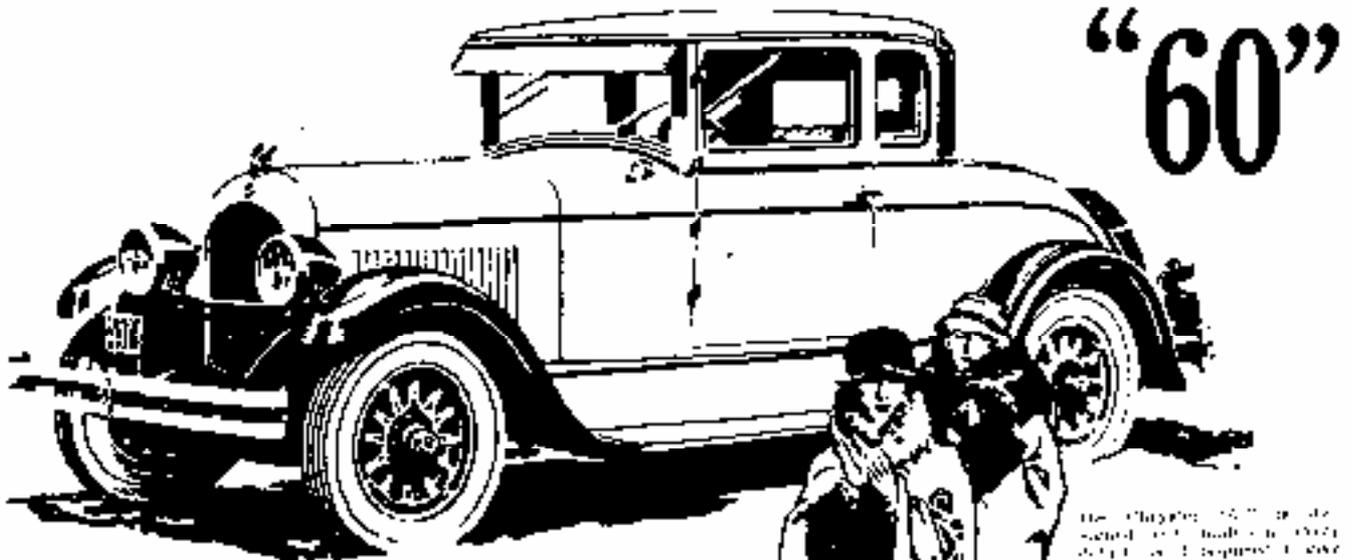
rod to fracture. In this event the temporary repair which can be made will depend upon the nature of the break. Thus, if it is along the length of the rod, the two ends may be butted together in their normal position and braced with a tyre lever lashed firmly in place. Held in this manner either a drag link or a track rod will function safely in compression, that is when it is "pushing," but in tension (pulling) there will be a risk of the broken ends being drawn apart and, of course, when a car is being driven both of these forces are in action. Having lashed the broken ends together, therefore, a few turns of cord or wire should be passed round the two track rod steering arms or the drop arm and its steering arm, as the case may be and drawn taut parallel with the rod.

Turning now to the engine, common sources of

roadside trouble are broken valve springs, and, possibly, a broken contact-breaker spring. In the case of valve springs, often the break can be made to work satisfactorily by turning each broken piece upside down so that the two flattened ends fit into the collar and the other into the cup of the guide.

In this manner the spring will have almost its original strength and there will be no possibility of the broken ends becoming interlocked. When the spring is broken in more than one place, however, it cannot be used again unless a plain steel washer is available for fitting between the broken ends to prevent interlocking.

By using a light "pull off" spring hooked into the slot of the valve stem and to some convenient part of the engine or framework, the valve can be made to close



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Other features that cannot be copied because they are unique to Chrysler design are its advanced front suspension, its new steering, and its front-wheel drive. The front-wheel drive is a feature that is not only a matter of convenience but also a matter of safety. The front-wheel drive is a feature that is not only a matter of convenience but also a matter of safety.

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MOTORING HISTORY

Repairs by the Roadside (continued)

in a reasonable manner. Failing a spring a piece of rubber tubing or elastic may be pressed into service.

Should an inlet valve stem break, it is still possible to get going again provided that enough stem is left to project half an inch or so through the valve guide. The procedure is to file a groove round or drill a small hole through the stem and secure to it a light pull-off spring or piece of elastic in the manner just described.

The pull of the spring should be only a few ounces, because the idea is to make the valve work automatically when the engine is running, as the tappet can no longer reach the stem. At slow speeds the valve probably will not lift, and the engine will run only on three cylinders but on opening the valve will work well enough for the car to be driven home.

BROKEN EXHAUST VALVES.

A broken exhaust valve cannot be "faked" in this way, because it cannot be opened automatically, but usually it is possible to fit an inlet valve in the place of the broken exhaust valve, which may then be fitted to the inlet seating, and used as described above. If, however, the engine is of the detachable head type without valve caps, the owner will not relish taking off the head by the roadside, and the only remedy in this case is to remove the high tension wire from the plug and earth it to some convenient metal part of the engine, thus putting the cylinder out of action. The inlet valve tappet adjustment should be slacked back until the valve is no longer lifted, and the engine may then be run on three cylinders, which will give enough power for the car to be driven home slowly. Although the resulting noise may prove objectionable, it is a good plan to remove the plug from the Idle cylinder in order to prevent oil being drawn past the rings into the head.

The foregoing suggestions have dealt with side valve engines, but similar jury rigs may be adapted to the overhead valve type.

Unless there is a watchmaker handy who can supply a piece of drilled clock spring, the only other way in which to make a contact-breaker work after its spring has broken is to wedge a piece of small bore rubber tubing between the bell-crank arm and the fixed centre block.

A broken throttle return spring can prove very annoying, especially if the broken pieces drop on to the road and cannot be found. If a spare spring is available all is plain sailing, but, if not a substitute of some kind must be devised. A strip of rubber from an

old inner tube can be used, or often the driver's or passenger's personal clothing will yield the necessary piece of elastic; there is a type of braces which has separate end pieces of round woven elastic, and these ends form very useful "return springs" in an emergency.

Broken petrol or oil pipes are not very easy to deal with as, short of soldering, a good repair is difficult to make by the roadside. By wrapping the broken pipe tightly with ordinary tape thickly coated with common yellow soap, however, the leak will be stepped, or, at least, reduced sufficiently to enable the car to proceed without undue loss of fuel or oil, as the ease may be. A piece of small bore rubber tubing slipped over a broken petrol pipe so as to join the two ends will effect a very good repair, particularly if a piece of insulating tape is wound round the rubber tube from end to end, and the petrol will not have any appreciable ill-effect on the rubber for some time. If petrol-proof rubber tubing is used, however, it may, of course, be fitted permanently, and will prove of advantage in taking up any vibration in the pipe, thus going some way towards preventing future fractures.

Enough has been said in the foregoing to show that a breakdown must be very serious before the driver need despair of getting the car home under its own power, but because various sources of possible trouble have been mentioned the novice should not assume that he is likely to be visited by any of them, for today a broken down car is almost as rare as the proverbial dead donkey.

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MOTORING HISTORY

1936 Plymouth Advertisement

This advert was received together with a 1960 Wheels magazine road test of a 1937 Dodge. We don't yet have permission to reproduce the Wheels article, but in the interim, here is the advert. I forgot who gave me these; please remind me so that I can give you credit next issue. Ed

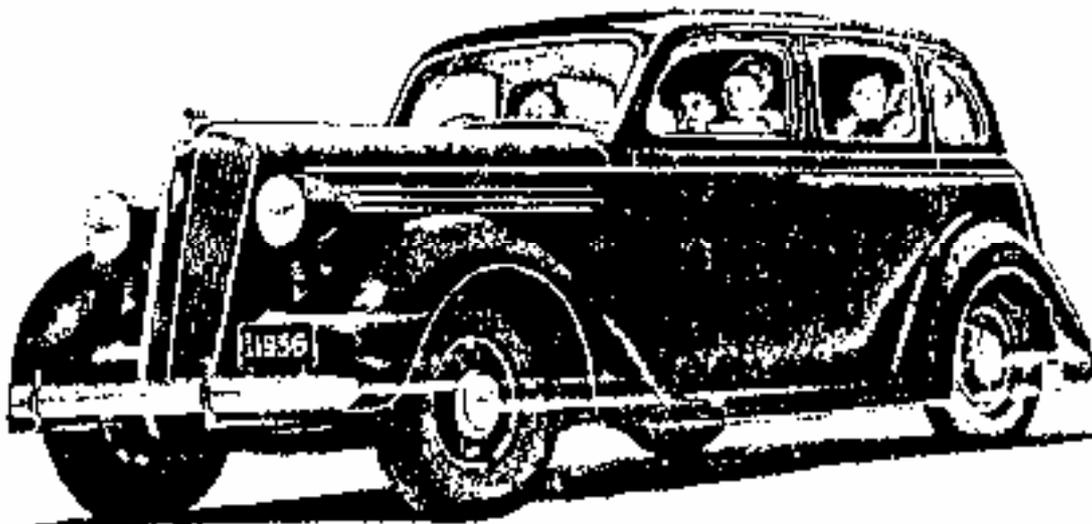
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Info / photos for 1833-35 KC Dodge Tourer. Correct details / photos of rear view and side view required. Graham 8264 2261

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3 speed manual gearbox with overdrive to suit 1956 Dodge 230 Q motor. And a 15" rim. Paul 8359 5314

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