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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
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
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Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Public Relations:	Beverly Dart, 67 Australian Avenue, Clovelly Park 5042	8277 6115
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, 39 Sheridan Street, Woodville North 5012	ah 8285 3435
-	Gary Hiscock, 4 Bonney Street, Meningie 5264	ah 8575 1882
-	Barbara Hiscock, 4 Bonney Street, Meningie 5264	ah 8575 1882
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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Catering Co-ordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	ah 8337 7887
Club Tools:	Held by 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 30 August 2002. Corrections/amendments until 1 September 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

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

14 July 2002

Tooperang Trout Farm

18 August 2002

Finch Restoration Workshops

15 September 2002

Botanic Gardens, Mt Lofty

24 September 2002

CRCASA Motorfest event

20 October 2002

Roseworthy Museum

9 November 2002

Presentation Dinner

17 November 2002

Dam Run

8 December 2002

Christmas Picnic

INVITATION/OTHER CLUBS' EVENTS

24/25 August 2002

Upper South-East 4 clubs Rally Bordertown

22 September 2002

Cousin Jack Rally, Kadina

29 September 2002

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

5-7 October 2002

Riverland VCCC biennial rally

14-18 October 2002

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

26/27 October 2002

2nd Lower Murray Heritage Rally, Murray Bridge

4 November 2002

Masonic Motorcade

24 November 2002

Christmas Cavalcade

21-30 April 2003

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

May 2003

Federation "Meet the Clubs" Tour

16-19 May 2003

Kernewek Lowender

SWAP MEETS

25 August 2002

Willunga at Lion's Reserve

16-17 November 2002

Bendigo

Speedway Weekly

16 January 1960

Did you see Ken Dart rushing around the pits throwing his arms in the air and shouting to all and sundry, "I am in! I am in!"

Ken was elated when the Chief Steward notified him that he had earned a start in the 50 lap World Championship. For the record, Ken lead the Derby field for one lap.

Welcome to New Members

Albert Del Fabbro
Glenelg North

1968 Chrysler

Dean Hurst
Paracombe

1965 Valiant
1966 Valiant
1967 Valiant

Bill Priestly
Pt Elliot

Cover Photos

Front: Alan Toull's painting of a 1929 Dodge Sedan. This is the fourth of a series of Alan's paintings used on our covers. [Photo Richard Tapp]

Rear: Trevor Burton's 1936 Plymouth coupe. This vehicle is for sale; see page 23. [Photo Trevor Burton]

COMING EVENTS

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

Finch Restoration Workshops

Sunday 18th August 2001

Meet at the Colonial Car Park, Glen Osmond Road at 10:00 am

for a 10:30 am start.

Brief stop for morning tea on route to Mt Barker.

BYO lunch or raid Millies Bakery at Mt Barker.

Dave & Gaye Aylett

Former Club Member in a Hurry

Paul Trengove, son of long time member and "Black Dodge" owner Mike Trengove, has moved up to Formula 3 racing this year, after being Rookie of the Year in Formula Vee.

Mike says that it cost \$7,000 per race meeting to run the 200 hp 145 mph carbon fibre car. Paul, a third generation racing Trengove, is being sponsored by CPA Australia.

Paul's season can be monitored online at: www.paultrengove.com



These vehicles are for sale—there was not room for the photos on the Market Place page ...



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 June 2002.

FROM THE COMMITTEE

President's Message

In my last magazine report I made mention of there being standing room only at our March meeting; those of you who have been around awhile would no doubt have witnessed a significant growth in membership, since we moved into the Glandore meeting facility.

For some time now a number of us have been acutely aware of the seating limitations the current venue imposes on our meetings. Whilst some reshuffling of floor space could provide temporary relief, if we continue to grow as we have over the past few years, then some serious thought needs to be given on how we are to cope with more members; any bright ideas out there?

Now to other matters, the big news for those of you who read the paper would have to be the excellent spread on our Mungeranie trekkies. Thanks to a hasty bit of PR work in the days before they left we were able to publicise our activities for all the world to see; well done folks!

Still on travel events; once again our Pub Run specialist Ross Fleming, managed to excel himself with a crowd of 125 on a misty and foggy run through the Southern Vales ending up at the Alma Hotel Willunga. With blazing fires and a live foot tapping Jazz band those who

attended found the outing most enjoyable; Ross had his traditional balancing act of bums on seats verses money in the till, but I am assured Peggy will let him do it again next year!

With the cold weather and long nights well and truly with us, what better time than now to be out in the shed getting on with that restoration. Well it is actually happening I am pleased to say, two very active projects not far from completion are the 1916 Dodge of David Crichton and the 1930 Desoto 8 Tourer of Neil Wormald. Both vehicles will be truly great assets to the Club and shining examples of what we are all about, particularly to our newer members who may need a little encouragement with future projects.

Just a little something to close off with now and whet your appetite for future magazine articles. We recently unearthed some pretty amazing photos in a dusty storage locker, articles I believe we inherited some 10 or more years ago. Included in these are the AP5X Valiant and pre production photos of the VH/CM Valiants and Chargers, quite amazing stuff, so stay glued to these pages it just keeps on getting better.

Happy and safe motoring

Chris Howes

Secretary's Jottings

Well, the last time I wrote a few words, I mentioned that no doubt a few Club members would be madly cleaning, greasing, tuning and generally checking over their historic vehicles for the Hart's run to Mungeranie, to the Outback Cattle drive and concert. Well, my guess is that they are now cleaning (bulldust, stones, mud, etc), greasing, nut tightening and generally checking to see what's missing, bent or in need of regreasing etc. again!

Dick and Judy Hart, you both deserve a medal, firstly for organising this trip in the first place, and then for leading the way in the 1916 Dodge, which I believe didn't miss a beat for the whole trip! Its my bet their car would be the easiest to clean at the end of the trip as well!

We probably all had different opinions on the actual road conditions, some folks just love these country roads! My

thoughts were with the previous owner of my Kingsway, who for 33 years would not take the car to work in the rain. Lord knows he would have turned in his grave to see his beloved car in the dirt.! The Dodge ticked over 97,000 miles up near Marree somewhere, and apart from a few stone chips and a clean, it needed one exhaust bracket nut to be tightened on our return. Hats off to all those who drove the Wooden Wheelers!

The trip was a great experience all round, and the old bed at Cradock was most comfortable!! Thanks to Judy and Dick for the trip, and to those who kept up the firewood supply for the evening campfire. Another epic CRC extended camp out!

Ross Fleming

Editorial

CONTRIBUTORS

This month's magazine articles are brought to you thanks to Judy Hart, Norma Schopp, Trevor and Lorraine Beythien and Kerry Packer! Yes, Australian Consolidated Press authorised us to reproduce an article from Wheel's magazine. Last month, the 1927 Dalgety's Review was courtesy of Ron Dawes of Wilmington.

WEBSITE

There have now been over 2,500 visits to our web site.

RESTORATION SERVICES DIRECTORY

Again this month I received a number of updates for the Restoration Services Directory and the updated version is on the website.

Richard Tapp

PAST EVENTS

Mungeranie Run

2002—THE YEAR OF THE OUTBACK AND THE GREAT AUSTRALIAN OUTBACK CATTLE DRIVE

JUDY'S MUNGERANNIE DIARY

I'm glad to stay that nothing has changed! Nine months this trip has been organised and his nibs tries to get 3 vehicles organised to go on the last weekend before we are due to leave - in torrential rain!.

And as you know, once you start doing things on these old girls, it leads to a dozen more. We had new exhaust pipes put on the Ford and had to take it back to have them put on straight. Put a new water pump on the Dodge, after 6 hours of swearing and cursing, and the radiator sprung a leak. Thank goodness David is a competent welder. Heard a rattle and discovered that the vacuum tank top was cracked. But we weren't the only ones.

Nita and Graham came around on Monday morning to try out a tarpaulin. Next thing a back tyre was flat, picked up a very big nail somewhere. Let's hope it doesn't portend a trip like the one to Darwin. Graham had gone through about 6 tyres before we got to Pimba!

Colin also had a bit of a set back. He left here and heard a banging. It was gone by the time he

reached the end of Hallett Avenue so he didn't worry about it. Monday morning he discovered that his exhaust pipe had fallen off. Richard decided to stay home from work on Tuesday because the Advertiser were coming out to do an interview with us. Plus the tourney cover had ripped and had to be restitched. And so on, and so on.

The Advertiser people came and asked lots of questions and took lots of photos. It was like being in a wedding. Lets hope something actually gets into the paper. I just hope the Club gets some good publicity with it and not just us and the car.

Wednesday

Geoff was up on the dot of 5.00 a.m. this morning, raring to go. Most of the packing was done yesterday but it still took us until after 7.15 a.m. to hit the road. Had a phone call as we were going through Para Hills. It was Graham Bailey to say they were already at Roseworthy. He made sure they wouldn't be late. When we arrived there, Graham had turned around and gone back to Adelaide with Malcolm because they forgot their concert tickets. Everybody was on time except for Les Johnson and Ross Fleming. We left Roseworthy at the right time and who do we see coming towards us but Les. Which way did he go?

We all arrived in Clare safely except for Les. He



"Grandma Duck"

1916 Dodge Brothers with Richard Hart and the Marree Snapping Turtle—photo by Trevor and Lorraine

PAST EVENTS

Mungeranie Run (cont.)

was behind us but then disappeared. Where has he got to now!. Flemings caught up with us in Clare and Sweetmans and Ellises joined the Parade. Haven't seen Harold Sewer yet either, but we saw Pam in Auburn, so guess he's somewhere around.

Stopped on the road to do some running repairs, Graham and Nita stopped, and they told us that Les is with us but he was losing oil so we don't know whether he is still coming or not!

It is a glorious day. Richard has fitted a bull horn to the car (don't ask me why!) So they first cows we saw on the way to Spalding he had to try it out. They all lifted their heads, pricked their ears and got a gleam in their eyes.

Stopped at Jamestown for lunch. Caused quite a bit of interest with the locals. One gentleman even took a Club Business Card from me. The clouds have blown up but it is still reasonable weather. Haven't seen Les yet but the word is he

is still on his way. Schopps and Scholz joined us but Maynards are missing.

Stopped at the Yesteryear Costume Gallery in Orroroo. A most interesting place and I recommend it to anybody who visits Orroroo. Mrs. Catford has more than just clothes in there. It is at 50 Second Street, which is the Main Street, knock on the door of the house and she would be delighted to show you through.

When we came out Maynards had caught us up. When we arrived at Cradock Les was there so we are all present and correct. Maynards ran into a flock of galahs, killed two of them and bent the radio antenna rather well. But that is about all the damage that anybody has reported. We are literally camping in the paddock. And it is full of prickles!

Had happy hour then went into the Pub where we were served a sumptuous meal. The proprietor had built a bon-fire for us, so after tea we sat around it and started on the 20 litres of port we had bought with us.

Thursday

It rained off and on all night. It is raining again now as I sit here catching up on my diary and having breakfast. Everybody is trying to pack up in the rain. What a bummer.

By the time we got to Hawker it was hard to distinguish what colour the cards were, all were a uniform muddy brown. Except the Dodge. We are obviously too high off the ground for it to trouble us. The water pump is leaking like a sieve. We talked to a couple of Canadian lads who were quite taken with the Dodge. The sun is bobbing in and out, but thank goodness the rain has stopped. Now it is just blowing a gale.

Saw an eagle feeding on a road kill.

Stopped at Parachilna for morning tea. It was freezing cold with an arctic wind howling around us and no shelter so we didn't stay long.

Stopped at Copley and bought our lunch at the Quondong Bakery. Best pasties in Australia and the quondong pies are especially yummy. To

Great Australian Outback Cattle Drive flag—photo by Nita Bailey



PAST EVENTS

Mungeranie Run (cont.)

leave the town, every driver had to drive their car forward 1 revolution of their front car. Some of the results were quite interesting. Ross Fleming was exact, Roy Schopp went about 3/4 of a revolution extra and Colin Frith a 1/2.

Stopped in Lyndhurst for petrol. Gale force winds whipping dirt into our faces. A change from the mud this morning I suppose. We are now on the dirt road again but it isn't too bad and we are managing to sit on 45 mph.

There is nothing to see out here. I was a bit premature - the closer we get to Marree, the worse the road is getting. I think Richard's arms feel like he has been on a bucking horse for hours. Just passed a pair of eagles, the only living things we have seen since Lyndhurst. There are not even any crows out here.

Arrived at Marree Caravan Park. Everything seems to work on the Honour system up here. A young man took our rego number and said he'd organise with us for payment later. Had happy hour. I was a bit worried about whether we were going to get our barbeque tea. Nobody seemed to know anything about it. However, we were eventually fed. Even if it was an hour later than I had requested. The meal was a bit of a rip-off I feel. There was no steak which we were quoted as being served, and the frozen cheesecakes were still frozen when they were served.

Had a good night drinking port around the fire and talking to people from all over the country and even a couple from Sweden. Everybody seems to be heading the same direction as us. Graham split a rim today. And we have

1929 Dodge DA utility of Graham and Nita Bailey on the Birdsville Track—photo Graham Bailey

been advised by a friendly policeman that there will be breathalysers both sides of Mungeranie.

Friday

Woken before dawn by Gil Purdie chatting VERY LOUDLY in the shower. Then he went and turned on a fluoro light on the shed which woke us up good and proper. I am now known as the Marree snapping turtle for remonstrating with him. *[That's a good nickname for a swimming instructor—ED]*

We all went down to the Oases Café to pay our bills and get petrol. It was like Rundle Mall, we even had to form a queue. The day is looking good so far, no wind and not too cold.

Well, we are on the Track. Only 204 km to Mungeranie. We are down to 35 mph today and I have frequent little heart attacks as our back end slides around. It is really flat here where we are travelling although there are small hills in the distance. You can see how many cars that have passed you by the dust clouds ahead in the distance. We have yet to pass a vehicle on this trip. *[As if 1916 Dodges frequently pass modern traffic? - ED]* Driving along and we just saw a spray of water coming straight out of the ground. All is lovely and green around it.

Stopped at Dulkanina Homestead and everybody is



PAST EVENTS

Mungeranie Run (cont.)

travelling well. Stopped again 50 km down the track at Cooper Creek and we had 3 casualties: a holed petrol tank (Schopps' Premier), a chipped windscreen (Scholz's 4-wheel drive) and a completely broken wind-screen (Phil Conway's 1964 AP Valiant). The last two caused by idiots driving past us at top speed and throwing up stones right, left and centre.

The country is changing as we go along. From black and red gibbers before the Cooper, we are now into sand country. There are still low bushes around.

Just saw an emu running along the side of the road.

Arrived at Mungeranie and set up camp on top of the sand. Our toilets are a few bushes we are camped near. We went out to the road in the hope of seeing the cattle going across but unfortunately we were too late. Checked out where the hot spring was. Had our happy hour then we had to actually organise an evening meal. We had a bonfire, a couple of ports, then we wandered down to the hotel and listened to the DJ for a while. Came back to bed, then the earth moved. They were testing the sound system for the concert and boy was it loud!

Saturday

It is cool this morning with a bit of a breeze

blowing, but the sun is not up properly yet. We don't have to go anywhere but we still seem to be up with the sparrows!

We have spent the morning wandering and looking, then we heard the cattle were just a few kilometres down the road, so out we went. We saw them but everything had stopped for a two hour lunch break.

Came back and had lunch, then went back out the road and actually saw all the cattle and horses. It was great to actually see them on the move. Came back for our final happy hour, then got tea and trotted off to the concert.

We sat right down the front and the noise was mind-blowing. The very air was vibrating. Really enjoyed Adam Harvey because everybody sat down and we could see him, but when Lee Kernighan came on, the front of the stage was packed and the noise even louder. We finished up going down to the back and it was much better. The boys had been out collecting wood during the day so we wandered back to the bonfire after Lee for a few more ports. The band that was on next sounded really good and the music went on until after 2.00 a.m.

Sunday

Got up this morning to see Gil and Dennis, the Du Bois and the Mays packing up to move out.

David packed up his camper trailer and then couldn't find his keys. Had to unpack the trailer and found them inside.

Saw the cattle moving pass the camp. Went down to our free breakfast which was very good. Went for a walk around the lagoon, there is a great view from the top of the sand



1927 Chrysler Finer 70 buckboard of Harold and Pam Sewer—photo by Graham Bailey

PAST EVENTS

Mungeranie Run (cont.)

hill. Richard eventually found the Flying Doctor Rep. after asking at the Hotel, the Police and eventually the Flying Doctor Nurse (who nobody seemed to know was there anyway).

Yes, he was here, in an Avis Rental 4-wheel drive!!! Amongst thousands of them, he managed to locate him, so we handed over our collection tin and had our photo taken. We are on the flight path here; there had been at least 30 aircraft out at the landing strip yesterday and they are all taking off this morning. Beythiens, Buxallen, Eiffes, Conway, Johnson and Scholz all left during the course of the day, so our numbers are rather reduced..

Went for a swim in the hot pool. It is very warm in there, but boy the water smells. The showers all use the same water, but fortunately the smell doesn't linger on you.

Everybody congregated at our site for lunch, then the boys decided to go in the pool. We girls went down to watch, naturally (not a pretty sight)

We had the fire still going from the night before so we wrapped some potatoes and onions in foil and threw them in for tea. After tea we sat around the fire and tried to finish off the 20 litres of port.

Monday

We were up early this morning packing up to leave. Passed the cattle drive on the way to Marree. Saw lots of white cockatoos and a man riding a camel and leading another one. The road seems worse than it did going up, we are making very slow time. We had to stop twice for cows on the road. They just stand in the middle of the road and look at you.

We are now heading towards Lyndhurst and we seem to be hearing lots of bangs. Everything has shaken loose I think.

Driving along we saw Dean and Sherri Schultz, friends from Blanchetown, drive past us on the other side of the road. We stopped and had a chat. We didn't know they were travelling but

Sandy Martin planned ahead for the comforts of home—she brought not only the kitchen sink but also the dishwasher—photo Graham Bailey

they were keeping an eye out for us. I wonder what the odds on them seeing us are?

Stopped at that wonderful bakery in Copley for lunch. David went off to have a look at a Dodge in the dump. The other blokes went off to look at some old wagon. Gloria and I amused ourselves.

I went with Maynards after lunch because they decided to go into Beltana for a look. Nothing terribly interesting but a few of the old buildings have been restored. The road was pretty rough.

Got to Hawker about 5.15 p.m. and decided to live it up. Maynards and we shared a cabin, Neill and David a caravan, Colin and Daryl put up the camper, and Rick, Axel and Geoff threw their swags down in the Recreation Room. Harold parked out on the road. We went across to the Hotel for tea and had a huge, delicious meal for which we paid less than for the barbeque at Hawker. I am even more convinced that it was a huge rip-off.

Had a message from Schopps when we got back to say they had broken down at Marree, but had managed to reach Copley for the night.



PAST EVENTS

Mungeranie Run (cont.)

Tuesday

We were up and on the road by 7.00 a.m. today. Makes things a lot quicker than when we don't have to pack up.

Had a kangaroo jump across the road in front of us between Hawker and Cradock but fortunately far enough away not to cause any trouble.

Arrived in Clare to hear the Ford was giving trouble so we just kept going. Said goodbye to the Maynards and Harold.

Had an uneventful drive back to Adelaide. The Ford trouble was just a loose plug wire, thank goodness. Now for the unpacking and cleaning. Everything is either covered in mud or dust. Although I must admit I only changed my clothes twice, so I don't have much washing.

We raised money for the Flying Doctor by charging everybody \$1 as an entry fee to start, then we were fined for various misdemeanours along the way. In three days we raised \$272.60 and I would like to thank everyone for their generosity.

Judy Hart

The Intrepid Travellers were:

Dick & Judy Hart, Tranmere	1916 Dodge Roadster
Allan & Sandy Martin, Ashford	1925 Dodge Buckboard
Rick Frith & Axel Lind, Ridgehaven	1925 Chrysler Buckboard
Gil Purdie, Ingle Farm &	1925 Maxwell Buckboard

Denis Thompson, Wattle Park	1926 Chrysler Buckboard
Les Johnson, Littlehampton & Bob Grant	1926 Nash Tourer
Doug & Yvonne Sweetman, Pt. Elliott	1927 Chrysler Buckboard
Harold Sewer, Riverton	1927 Chrysler Tourer
Neill Wormald, West Lakes Shore	1928 Victory Six Tourer
David & Julie May, Ridgehaven	1929 Dodge Buckboard
Graham & Nita Bailey, Hope Valley	1929 Dodge Tourer
Bill & Margaret Ellis, Victor Harbour	1936 Chrysler Sedan
Trevor & Lorraine Beythien, West Lakes Shore	1947 De Soto Sedan
Colin Frith, Flinders Park & Daryl Hincks, Springton	1955 De Soto Ute
Mark Holt, Springton & Naomi Baldock	1955 Ford F100 Ute
David Hart, Bridgewater & Geoff Kohlberg, Renmark	1956 Dodge Sedan
Ross & Peggy Fleming, Fulham	1959 Dodge Van
Danny Buxallen, Springton & Errol Cook, Eden Valley & Patsy Dakin, Tasmania	1964 AP5 Valiant
Phil Conway, Mitchell Park & Tom Shrubsole, Mildura	Ford Station Wagon
Ivan & Gloria Maynard, Clare	Holden Premier Sedan
Roy & Norma Schopp, Balaklava	Mitsubishi Triton Ute
Malcolm & Gail Du Bois, Broadview	Toyota Hilux
John & Pat Scholz, Balaklava	Mitsubishi Pajero
Ian Holt, Modbury North & Phil Daws	Land Cruiser
John & Nell Eiffe, Wynn Vale	

THE BETHIEN BULLETIN

Last year Dick and Judy Hart said they would lead a trip to Mungeranie for "The Great Australian Outback Cattle Drive" and of course to see Lee Kernighan in Concert at Mungeranie. So Trevor and I jumped at the chance to visit the Outback again.

On Wednesday 22nd May 2002 we all met at Roseworthy for our great adventure.

At Roseworthy, Dick told us we would raise money for the Flying Doctor on the trip, by the way of fines for what ever!!!! So the first to be fined were the Baileys

Camping scene, with Neil Wormald's 1926 Chrysler 60 tourer—photo Graham Bailey



PAST EVENTS

Mungeranie Run (cont.)

for leaving their concert tickets at home. (Graham had to return for them.) The next were the Boys??? dressed in matching bright Pink shirts. So you get the gist of the fines.

The first break down was the Dodge ute with a bush to be replaced on the back spring at Jamestown.

After lunch the Baileys and the Beythiens swapped wives. [*I thought that this was a family magazine—ED*] Nita drove the Dodge with Trevor, and I drove the Chrysler with Graham. I'm not sure what happened in Matilda (The Dodge) but she started to haemorrhage, making complaints from within, I'm not sure if she didn't like Trevor or was fretting for Graham. By this time Graham and I were about 10 km further on and got a phone call to return. It sounded terminal. After a couple of pats from Graham she sounded a bit better so he decided to drive her to Gladstone. Would you believe she hasn't missed a beat since.

We camped in the paddock at Craddock, by the Pub and had a great night with good food and some who obviously had a great night on the port, got fined at Marree the next night for their antics.

The rain started as we arose from the paddock and didn't stop until we left the dirt road at Hawker. Understandably we were all covered with mud by the time we reached the bitumen. We arrived at Marree without incident except for the Sweetmans, who had an altercation with an emu, and camped at the Oasis Caravan Park for the night.

Gil Purdie got the wrath of the Marree Snapping Turtle for getting up at

Camping scene, with Captain Dennis Thompson, breakfast, swags, shelter, the Mighty Mopar-Maxwell and Grandma Duck—photo Graham Bailey

5 am and waking the whole caravan park. Guess who got fined that night.

The dirt road to Mungeranie was quite good.

With the exception of a broken windscreen on Phil's AP5 Valiant, a hole in the petrol tank of the Schopp's HQ, sorry, Dodgy Q, a couple of split rims on Bailey's Matilda and one flat tyre on Harold's Dodge ute, right in Mungeranie, there were no major problems. We had plenty of dust and plenty of traffic. The old girls don't keep the dust out like the moderns.

Dick and Judy in their dancing 1916 Dodge, were good entertainment, to follow for a while. The skinny wheels liked the bull dust holes as they drove up the Birdsville Track and they wanted to stay in them at times and bounce out of them at others.

Patsy, Danny and Errol decided to fly to Birdsville for a drink in the pub and to buy some bread. When they returned they sold the bread for \$10 a loaf. I should say auctioned it to anyone who opened their mouth. All for a good cause, it went to the Flying Doctor. (Carol and Ken Barnes should have been there, it could have been sold for \$30, they know how those sort of auctions go.)

The Lee Kernighan Show was good but very loud and the breakfast which was included in the



PAST EVENTS

Mungeranie Run (cont.)

concert ticket was great. What a job the Gawler Apex Club did serving up around 3,500 breakfasts.

Sunday morning some of the crew went up the track to Birdsville, whilst others waited for the traffic to go. I have never seen so many 4x4s and camper trailers all together, as there were at Mungeranie. Trevor and I with some friends who also went to the concert, took off for Kalamurina Station on the Warburton River about 60k from Mungeranie and spent a couple of days exploring the waterholes and trying to fish.

After leaving Kalamurina we headed down the Birdsville towards Marree and came across the cattle drive, what luck! We stopped and spoke to Jessie Oldfield with all of the horses for the drive. The horses came right up to us as they thought we were the water truck. We also met up with one of the owners of the station we had been staying on, he was travelling with the cattle drive in a horse drawn buggy and his wife and daughters were on

horse back with him.

We spent the rest of the week coming home through the Brachina and Bunyeroo Gorges of the Flinders Ranges and through the forest at Wirrabara before arriving home a week after the concert at Mungeranie.

We heard on the way home that the Dodge Q got a broken windscreen and they couldn't get it to start in Wilmington and Les Johnson picked up some sides for his Buckboard and got a split rim as well. We broke a rear main spring taking a photo of the car in front of the Birdsville Track sign, but fixed it with the plates and bolts we carry on all outback trips.

Judy & Dick did a terrific job of getting us all there and I thank them for a great trip. For those who didn't go, you missed a really good trip. It will never happen again.

Lorraine Beythien

Some of the intrepid travellers—photo Norma and Roy Schopp



PAST EVENTS

Mungeranie Run (cont.)

A note from Walter,

Thanks to Graham Bailey for keeping me in Food.

*To whoever put the sign on Mum & Dad's car,
Mum & Dad are good to me.*

Walter (P Chrysler)

SCHOPP'S JOURNEY LIKE NO OTHER

When Dick & Judy Hart suggested a 'club run' to Mungeranie, we just had to be in it.

But, wait a minute - **where is Mungeranie?**

We soon found out - its up the Birdsville Track, about halfway between Marree and Birdsville. A meeting at Hart's soon put everyone in the picture—there would be a mixture of club cars, moderns and four wheel drives making the trip; all up, 24 vehicles and 47 people in our group. Instead of subjecting our '27 Dodge roadster to the rigours of the outback roads, we opted to drive our recently acquired 71 HQ Holden — now dubbed the 'Dodgy Q'.

We sincerely thank Dick & Judy for all the work they put into planning this trip.

DAY 1: While most of the group started at Roseworthy, we met them at the Jamestown lunch stop where, as usual, they had taken over the centre of town, creating an entertaining diversion for the locals, and fundraising for the Flying Doctor had already begun.

Next stop was Orroroo, to see a most interesting fashion museum, while the fellas took the opportunity to look at a

Sandy and Allan Martin's 1925 Dodge Brothers buckboard and Les Johnson's 1926 Chrysler 70 buckboard—photo Graham Bailey

shed full of old cars, tractors etc. Then it was on to Cradock, our overnight stop, camped in the paddock next to the pub which put on a delicious roast dinner for us, before "pyro" Rick stoked up a roaring campfire to keep us warm.

DAY 2: We awoke to light rain which had obviously been falling most of the night. Packing up wet tents, we faced a dirt road to Hawker, so all vehicles and trailers were covered in mud when we pulled in to refuel - time to clean the windows, lights and number plates!

Back on sealed roads, our next stop was Parachilna for morning tea - the rain had stopped but the wind was cold — then on to Copley for lunch, before reaching the end of the sealed roads at Lyndhurst.

The road to Marree was surprisingly smooth, and not too dusty. We all settled in at the Oasis caravan park where a BBQ tea awaited those who chose not to cook their own.

DAY 3: A fine, sunny day as we started up the Birdsville Track. This road, too, was surprisingly good, but dusty. Morning tea stop was at Dulkaninna where we drove through water running across the road. Off again, but now the road was very stony with some rocks bigger than your fist.

We stopped at the MV Tom Brennan Memorial



PAST EVENTS

Mungeranie Run (cont.)

(an old barge once used as a ferry when Cooper Creek was in flood) and it was here we discovered a hole in our fuel tank, and that our friends, John & Pat, had a cracked windscreen.

Patching up the fuel tank, we decided to continue on, while most of the group had lunch at Cooper Creek. North of the creek crossing the road improved, and we finally reached Mungeranie (complete with traffic lights!) at 1:30 pm.

Gil & Denis had already picked out a campsite large enough for all of us, although it was not very smooth because the organisers had furrowed the ground to prevent the lads doing "circle work" (a wise move).

After setting up our camper trailers, we set off with John & Pat to try and find the cattle. Along the way we met the restored horse-drawn wagonette, once owned by Sir Sidney Kidman - it was travelling with the cattle drive all the way from Birdsville to Marree, and riding in it was Mrs Bev. Oldfield, wife of boss drover Eric who was in the ute alongside.

On enquiry, we learned that the cattle were just over the next rise, so off we went again, just in time to see them crossing the Birdsville Track at Mungeranie Gap. Capturing the moment on film, we returned to camp where our whole group had now placed their tents etc. in a rough circle, with a campfire in the centre.

In the evening we wandered "down town", to see what was happening — Mungeranie's population is usually 3 or 4, but for this weekend it was increasing rapidly to approx. 2,500 as vehicles poured in and tents popped up everywhere.

We bought a couple of souvenirs then returned to our campfire circle. No-one had a hope of getting to sleep early, as the P/A system was being "tuned" for the big concert — very loud, and still

going at 1:30 am.

DAY 4: Another beautiful day, although cold at night. The views from the hilltops surrounding the pub were interesting, looking over Mungeranie homestead, the artesian pool, old cemetery and endless miles of cattle country. There was heavy traffic from north and south all day — Mungeranie will never be the same again — and the airstrip was full, with up to 25 aircraft on the tarmac.

After lunch we went to meet the cattle coming in to water before reaching the homestead where they were yarded overnight. Queuing for the concert began early; after the auction of memorabilia for the RFDS, Adam Harvey and Lee Kernighan kept us all entertained till 11:00 pm, but once again the music was too loud — we must be getting old!!

DAY 5: Gawler Apex Club provided all the catering, and there was a long line-up of concert goers at breakfast time. Most campers packed up and left, including about half of our group, some of whom went on to Birdsville.

We saw the cattle leaving Mungeranie on their slow walk to Marree. Our happy hour/fines session each day had raised a tin full of cash for the RFDS and we were pleased that Judy was able to present it to their rep. from Pt. Augusta. How much was in that tin?

We spent a lazy day, sitting around the camp, or swimming in the hot pool, and it was interesting to see what Mungeranie really looks like with all the marquees gone.

DAY 6: Time to leave - all started well, as we drove out at 9:00 am, and passed the cattle along the way. After passing the Sweetmans and Ellises near Cooper Creek, our Dodgy Q became decidedly dodgy!

Panorama this page and next, photo Richard and Judy Hart



PAST EVENTS

Mungeranie Run (cont.)

Was it a fuel blockage? Or electronic ignition failure? We reached the Etadunna homestead turnoff and discovered the fuel tank leaking again. Another patching job, then we limped on until the car stopped - halfway between Etadunna and Dulkaninna homesteads.

By now the Sweetmans, Ellis's and Baileys had caught up to us. A third fuel tank patch—up, but the engine would not fire — probably that electronic ignition unit! While Baileys were towing us to Dulkaninna, we lost our windscreen (just after Roy had commented that Bailey's DA tyres were only throwing up little stones!).

There was still a lot of traffic on the Birdsville Track, and many people stopped to offer help. A police vehicle took our RAA 'SOS' to Marree, Sweetmans and Ellis's followed up to make sure the message got through, and the Baileys had lunch with us at Dulkaninna while we waited for the RAA.

We found out later that the nearest RAA contractor was at Copley (200 km south). Fortunately they had just completed a breakdown call in Marree when the police caught up with them, so we didn't have a long wait.

Now, for the first time, we were to experience "RAA Plus" in action — while Baileys towed our camper trailer to Marree where they spent the night, Dodgy Q was loaded onto the RAA trailer and we spent the night at Copley.

DAY 7: The electrical fault in Dodgy Q was investigated and bypassed to get us going again. No new windscreen was available in Copley so we opted to drive on without one (thankfully the weather was fine), first heading back to Lyndhurst to find the Baileys, and collect our trailer.

The drive south to Hawker was "different", though not unpleasant, without a windscreen, until we pulled into the service station in Hawker, to be confronted by a most officious, unidentified, out

of uniform, police officer. After the kind and courteous officers in the far north, this fellow did nothing to improve public relations, threatening to defect the car if we attempted to drive any further without a windscreen, and suggesting we use a temporary plastic screen which, according to RAA, is illegal and no longer available, anyway.

A new windscreen was not available in Hawker either but, by the time we had 'cooled down', Graham Bailey had already been around the block and located a yard full of old vehicles, so we bought a \$10 screen and taped it to the front of the car.

DAY 8: Leaving Baileys in Hawker (Graham was searching out old books), we headed for home via Quorn and Wilmington, with a couple of stops to retape our "windscreen". At Wilmington we called at Chrysler member David Christie's toy museum where the Sweetmans and Ellises were just telling David and a mate, Bill Hennery, about our "fun and games" - Of course, they had to go outside and see for themselves. Bill turns out to be a Holden man from way back, and we were able to get a HQ screen from him, as well as some other bits. We finally arrived home mid—afternoon, after a very memorable trip - and the hiccups on the way home haven't spoilt the enjoyment of our Mungeranie adventure.

We owe a special thankyou to:

- John Cooke & Damian (the RAA crew at Copley) & Shirley at Copley Caravan Park (true country hospitality and service);
- the police officers of the Far North Division;
- fellow club members Doug & Yvonne Sweetman, Bill & Margaret Ellis, and especially Graham & Nita Bailey.

Norma Schopp

P.S. Thanks, also, to David Christie, for helping David & Julie May on their way home.



PAST EVENTS

Littlehampton and St Kilda Tram Museum Run photos



Littlehampton photos by Steve Tyler. St Kilda photos by Barbara and Gary Hiscock

MOTORING HISTORY

1960 Review of 1937 Dodge

The following article is reproduced from the April 1960 issue of Wheels magazine with permission of Australian Consolidated Press Limited.

HOW GOOD were those old cars? The answer is not as good as we are inclined to think.

In an effort to solve the argument, ATHOL YEOMANS located a genuine 16,000 mile 1937 Dodge and took it for a drive. Here is his verdict.

The old adage about distance making the heart grow fonder may not be right when applied to l'amour, but it reaches the mark when it comes to motor cars. To the old timers, their 1933 car was just about the distilled essence of motoring virtue, built by super-intelligent engineers to last a lifetime. I've always had my own reservations about old motorcars and have always taken these stories with a grain of salt.

Because it's true, in spite of what you might think when you pay your garage bill, that cars have steadily improved in all aspects. But sometimes one gets into an argument the way

one does and up comes the old story – "How good were the cars of twenty years ago?"

And no one seems to have the answers. If one was affluent enough to buy a new car then, 20 years have erased its features. If one owns one now, it's a 20-year-old bomb which is due for the scrap heap.

Of course, there are magnificent mouth-watering, tempting machines, proper motor cars, of any year between 1906 and 1936, which any motorist would give his right arm to own — Mercedes and Stutzes and Cords and Alfas and Bentleys and that whole long list of magnificent transports.

But the arguments are never about those.

Blind Freddie knows they were good, and mostly still are, a testament to their makers.

But what about the Fords and Morrises and Chevrolets and Dodges and so on and so on?

How good were they? The answer is not as good as we're inclined to think.



MOTORING HISTORY

1960 Review of 1937 Dodge (cont)

The family and business car went through a period of dull consolidation in the 30s. Especially among American cars, the most popular in Australia in pre-war years, design had begun the trend towards the sameness and similarity of approach which only recently culminated at the end at the 50s.

However, certain things are taken for granted — especially proverbial reliability! In fact, the further people go back the further the cars were supposed to last. Well, it's a bit hard to prove or disprove many of these claims, especially when the dust of years obscures the details. But in the late 20s at least, reliability was so unproverbial that an advertisement was inserted by the Buick agents calling attention to the marvellous achievement by one of their cars, which had done 27,000 miles on hard country work without having had the engine completely down for overhaul!

On the other hand, some things which we take for granted nowadays — shoddy finish, poor assembly, for example — were conspicuously absent on most cars. Why? Because labour was much cheaper and finishing time much smaller in cost compared to the total cost of cars. Today, the rising standard of living has meant cheaper machine-produced goods and dearer hand-made items. Body finish and detail is a by-hand affair; ergo, only the dear cars have good finish.

However, enough of our speculation.

To transform conjecture into fact was thus an opportunity to be snatched. So when a chance came to drive a 1937 American sedan, one of the most popular sellers of its day, in virtually as-new condition, we jumped at the chance.

This car was one of those all used-car buyers dream about but so rarely see — an elderly car with low mileage. This was, in fact, that almost legendary find — a car owned by a woman driver since new and which had been driven only to the shops and to church on Sunday mornings.

And how many miles has this extraordinary vehicle done? Just 16,000 and a few hundreds! Or 727 a year!

Unlike many woman owners, this one had no hesitation in flinging open the garage doors and

inviting us to take her Dodge for a drive. In fact, the car was fresh from lubrication and adjustment at the garage which had looked after it during its lifetime.

Interiorwise, it was perfect. Soft leather upholstery, with leather trim on the doors, all generously decorated and pleated. Carpet on the back floor, rubber mats — or composition on the front. All naturally immaculate with the forgotten rug and foot rails, pockets and a smallish glove box. A cigar lighter, set of four instruments completed the picture. No lockable quarter pane toggles, though, or scuttle ventilator.

On getting into the driver's seat the first thing one notices is how hard it is to see from the car compared with the average saloon of today. Backing is no picnic with the tiny double back window, and seeing out to the sides and even to the front is restricted by thick pillars and small glass area.

The driving position is the sit-up-and-beg type, but very comfortable and untiring. The three-speed shift lever falls nicely to hand at the left and the feet find their natural place on the pedals. There is naturally no control for flashing turn indicators.

The first surprise is the noise level. There is definitely nothing of the smooth-silent progress with the old Dodge. It doesn't rattle or vibrate, but there is steady beat felt from the fairly rigidly mounted engine and there is a fair amount of honest-to-goodness working noise floating back into the driving compartment.

However, it's all of a fairly definite note, unlike the higher, reverberating noises of today which are reflected through the usual chassisless body shell. We noticed that noise was much more tolerable when it was coming from a definite location, than when it surrounds one, as it were.

Pleasant surprises followed. The clutch is light, and absolutely silky-smooth, aided by a hefty flywheel which smooths the engine out like a turbine. To move off from rest, the smoothest technique of all is the old chauffeur's limousine trick — neutral, clutch out, a tap on the accelerator to build up a few- revs, foot off

MOTORING HISTORY

1960 Review of 1937 Dodge (cont)

accelerator and clutch in simultaneously. As the energy from the flywheel soaks smoothly into the clutch the car moves off. When it's moving, a little accelerator, please.

Next pleasant surprise was the positive action of the gearshift, not that the gearshift is used very much. The Dodge, with its torque and power (86 b.h.p. at 3,600 r.p.m.) is very much a top-gear car. It will run down smoothly to five miles an hour and pull away smoothly in top gear; and the word smoothly is no exaggeration. In second, the car will maintain a speed of three or four m.p.h., and in first a pedestrian will overtake.

There seems no need to use first: starts in second are smooth, changes into top at 10 m.p.h. or so are the regular thing. Once in top, acceleration is leisurely, but acceleration, unlike today's cars, is not tied to performance. We didn't climb any brick walls; consequently, we had no need to change out of top gear.

Victoria Pass, that notorious ascent -to the west of the Blue Mountains in New South Wales, was climbed in top with the same ease with that which current big cars climb it in third or second, and small cars in second — or even low. On one steep pinch the speed started to fall off from 35 m.p.h. - (the speed at which we had started) and we thought, naturally, that a change would prove necessary. But no - at 25 m.p.h. the donk was still pulling as strongly as ever and the steep road slid underneath with ease - almost as if someone was pushing.

In hilly, mountainous country -that grade-eating thump - thump thump from - the front makes for restful relaxed travel. But in the broad picture there are other things which aren't worth sacrificing to get the smoothness and torque of the engine of the 30s.

For a start, performance is limited. Perhaps the top speed was 70, perhaps even more. Acceleration is sluggish, though, and as speed rises the car starts to feel uncomfortable. Forty, fifty-five is pleasant — after that the car is working. The ride is okay, without being anything wonderful, and the steering is pretty vague. There is a distinctly soft disconnected feeling about it, and although one turns in a

definite manner there isn't much way of telling to the nearest few inches where the car is going.

And the brakes are strictly pre-war (although that isn't to say that a few post-war designs haven't got pre-war brakes, too) with heavy pedal pressures and without much inclination to stop. But a quick tug on the proper handbrake lever — a stout signal type lever rising from the floor - produced excellent stopping power but clouds of smoke from underneath the floorboards told us that this was a transmission affair and not suitable except for dire emergency.

As far as room goes, there isn't really room for three in front, but there is in the back, with lots of foot room too. Luggage space is pretty limited, too.

So, to sum up, we have a car with endless top gear performance, craftmanlike construction, solid interior bodywork, excellent detail finish outside and a robust body mounted on a separate chassis (the latter is not touted as an advantage, nevertheless, but it helps to damp road noise).

By contrast, to use a Holden as an obvious example, the finish and fittings have deteriorated, the room inside the car and boot has increased, the performance has gone up, the mileage has lengthened and the economy has improved. Road noise has increased but mechanical noise has declined. Braking generally, spread over all cars to average it out, has improved. Vision and safety has improved. Resistance to those deathly body rattles and clunks has improved. Paintwork, according to the experts, has improved and according to the buyer, become nothing more than a spray gun's wistful kiss.

So we returned our old warrior to its garage, where it would, for sure, do another 22 years service just as readily as it has done the last. Another six onto that will be nothing and at 50 years of age our Dodgie will really be something.

Athol Yeomans

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MARKET PLACE

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1922 Dodge, all running gear, give away. Geoff Haebich. Warracknabeal 03 5398 2379

Early Chrysler engine and g/box, complete, \$20 the lot 8334 6826

1936 Plymouth coupe. Dickey seat. Richards body. New rubber, glass, whitewall tyres, upholstery, hood linings. 9 out of 10 car. Top unit. Drive anywhere. Be quick. \$26,500 Trevor Burton 8725 3000 (Mt Gambier)

1 of 670x16 Goodyear rib super cushion 6 ply tyre. Near new tread. \$45 0438 285 807

1938 Dodge sedan. 90% complete, needs full restoration. \$2,500 Scott Robinson 8297 2168

1938 Plymouth, fully restored. Navy blue duco, beige/brown interior. Club rego and history. Numerous spares, handbook and service manual. \$11,500 ono Trevor Joyce 8332 8077 [*Photo rear cover this issue*]

Bay to Birdwood clothes for boys, suit '30s era. 2 sets, including shorts, jackets, caps, braces etc. Make an offer. Yvonne Stephens 8289 3045 (Redwood Pk)

1947 Dodge D24C sedan restored for 1994 Bay to Birdwood. Midnight blue, fluid drive. Immaculate. Present owner 5 years. Plenty of spares, new and second hand. \$15,000 ono. Peter 8383 0502 ah to 9 pm [*Photo page 5*]

1950ish Commer walk through box van, 4 peed, dual rear wheels, Snipe motor (+ spare). Give away if interested. Jim Huxtable 8388 7852

1952 Chrysler armature MAW2128—Trevor Beythien 8449 8905

Dodge Sedan at Pt Augusta Wreckers [*photo page 5*]

Grandma's 1953 Plymouth Cranbrook 43,960 miles, parked in shed since 1967. No body damage, appears to be rust free, leather upholstery. Kerry 02 6995 1319 Ivanhoe NSW Exhaust manifold to suit AP6 slant six. Not cracked. Also AP6 speedo. Chris Whittall 8346 1109

1964 Dodge Phoenix golden anniversary model. 62,000 miles, 318 motor, pb auto, one owner, always garaged at Broken Hill, chrome good, upholstery in excellent condition, original wheels and hubcaps available (alloy wheels fitted). Unused last 4 yrs. Paul Maloney 8391 2693

1965 Valiant parts—2 hub caps, horn ring, gauges, door handles, window winder handles (B&F) and petrol cap. 8358 3195

1967 VE Valiant slant 6. Needs work to get going. \$1,000 ono Mr Slurter 8297 4131

1967 VE Valiant sedan, 6 cyl auto, white, 136,000 miles \$1,000. Dirk 8297-4131 6-8 pm

1969 Valiant reg to Sep. \$1,200 ono 8276 9137

1969 VF Regal 2 door coupe 318 V8 auto. Original radio, books, sales brochure, tow bar. 1 owner, 102,000 miles, last registered 1988 (deceased estate) - via Brenton Hamilton 8387 0419 \$5,000 firm.

1970 Dodge Phoenix Limited Edition, 318 motor, Edlebrock manifold, 600VAC Holley, mild cam, Cragar mags, auto B&M shifter, paint and bodywork fair. Must

sell. \$3,000 ono. Rob or Ashley 8276 3807

Rectangular headlight to suit Valiant—free to good home—Trevor Beythien 8449 8905

1971 Valiant Ranger auto, LPG, new front tyres, steering repaired. Engine runs but tired. Reg to July. Avg condition \$500 neg Craig Duncis 8297 6929

1974 Charger race car ex Ian Diffen. Mid mount 340 ci motor. \$20,000 firm. Details from Mal Schmidt 9274 1936 (WA)

1977 Valiant Regal, white, excellent condition. Fair deal to see car go to a good home. Car is at Pt Germein but contact Gordon Wright (son in law of owner) 08 9821 1788

1977 Valiant CL sedan, 4.0 hemi, auto, air, P/S. one owner, 220,000 km. Tidy interior, body straight but some rust. Easy restoration or very good parts car. Mark Oster 8821 1899 (Kadina)

1980 Valiant Regal 4.3 76,500 km, vinyl roof, P/S, air, auto. SEO-862 reg to July 2002. Clean and tidy throughout, good interior and seats, carpet excellent. \$2,500 ono Noel Wheeler 8260 4978 or Bill Watson 8264 6355.

6 x 3 1/2 tonne trailer \$100 Phil Bakker 0402 015 725

Pegboard sheets 10' x 3'6" \$15 ea, pegboard display units 2 10' x 3'6" sheets + wooden frame \$25 ea, steel frame to support rolls of fabric \$10. Graham McRae 8255 2237

Lister Junior stationary engines. 1 running \$250, 1 complete but not running \$150. Graham McRae 8255 2237

'50-'51 Peugeots x 2, '48 or '49 Mercury and Blitz truck cab chassis. Franklynns Kapunda 8566 2928

Videos of motoring events such as Power of the Past (Mt Barker) and Vintage Motorsport Weekend (Camperdown). Many others. \$44.50 ea plus \$5.30 P&P. Gregory Williams Photography 03 5023 6177 (Mildura)

Clisby compressor with 5 cu/ft. receiver. Air/water separator and regulator valve, 20 m. high pressure hose, 2 high pressure spray guns, 1 kero spray gun, 1 blow gun, 1 tyre inflator connector., \$200 o.n.o Don Parkin 8294 7333

WANTED

1922 Dodge 4 gearbox, speedo, and fuel gauge unit. Bryan Chapman 8296 5610

Wanted. 20" wooden spoke rear wheel for 1927 Chrysler 52. Tony Beaven (c/o Editor)

1928-1932 Chrysler sedan or coupe. John Bell ph 08 9880 1005 fax 08 9880 1317 (WA)

Chrysler 75 front hubs to accept 21" Buffalo bolt on wire wheels. Bruce Hartwig 8388 5738

1933.34.35 Dodge tourer body information. Photos please. Graham Bailey 8264 2261

1937 Dodge D5 starter motor for use on 12 V car or information about suitable substitutes. Chris Halabut (c/o Editor)

1948-50 F100 parts—any! Wayne at Motor Radiators 8231 6256

Chrysler Royal V8. Reasonable condition. Dennis Burford. 8762 2143

265 Hemi complete for WPC museum in USA. Contact

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