



THE CHRYSLER COLLECTOR



Number 142

September / October 2002

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA,
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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
Librarian:	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
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
North:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
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 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 1 November 2002. Corrections/amendments until 3 November 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

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 September 2002

Botanic Gardens, Mt Lofty

NOTE CHANGE OF DATE!

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

26 September 2002

Motorfest event Uncle Arthur's night at the Theatre.

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

3 November 2002

All Car Day (formerly Masonic Motorcade) Keswick Army Barracks to Hahndorf.

24 November 2002

Christmas Cavalcade

9 March 2003

Rock & Roll at Birdwood

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

20 October 2002

Strathalbyn Swap Meet Strath. Oval

16-17 November 2002

Bendigo

24 November 2002

Rotary's 2002 Monster Auto Swap Pasadena High School Oval

Below: Automotive sculpture ...



Welcome to New Members

Roger & Faye Beaumont South Plympton	1966 Valiant	Tony McIntyre Charleston	1981 Valiant
Bill & Barbara Morris Kapunda	1961 Chrysler Royal	Robert Heath Mt Barker	1962 Valiant
Neil & Lyn Palmer Westbourne Park	1924 Dodge Tourer	George & Gina Sabaziotis Croydon	1971 Charger
Bill Priestly Pt Elliott		Jason Waters Oaklands Park	1959 Chrysler Royal 1971 Holden Torana
Michael & Brenda Whittle Salisbury Plains	1975 Valiant		1974 Dodge Ute 1979 Valiant

Cover Photos

Front: Alan Toull's painting of Dave & Gay Aylett's 1940 Plymouth P9 sedan. This is the fifth of a series of Alan's paintings used on our covers. [Photo Richard Tapp]

Rear: Ken & Lorna Hartland's 1962 S series Valiant taken at the start of a club run last year. [Photo Richard Tapp]

COMING EVENTS

Mt Lofty Botanic Gardens Run

Sunday, 22 September 2002

This run is a no-fuss event designed for socialising rather than for extending your vehicle to it's limits. We have put in an order for a lovely sunny day. You will need to bring

everything for your lunch as there are no facilities for you to purchase drinks or food. Picnic tables & chairs will be useful unless you are planning a 'running board' lunch. Meet at 'The Colonial' car park at Glen Osmond at the start of the

freeway at 10:00 am for an approx 10:30 am departure. If you wish to go direct to the Botanic Gardens you should meet the main group at around 11:00 am.

Please note the change from 15

Uncle Arthur's Film Night

Thursday 26 September 2002

Held during the week prior to the Bay to Birdwood as part of the Motorfest events. This evening is open to everyone;

you do not have to be a Bay to Birdwood entrant.

It is held at the Capri Cinema 141 Goodwood Road, cost \$20 Adults & \$10 Children which

includes the show plus finger food evening meal.

Contact Ken Barnes for entry form. Phone 82937923 0414332594

Roseworthy Museum Run

Sunday 20 October 2002

Leaving Carisbrook Reserve (opp. Old Spot Hotel) at 10.00 am for an easy trip to the Roseworthy Museum.

The CRC has reserved parking to display our vehicles so please bring a historic vehicle if

possible, and wear your club badge for identification.

This day is also an open day for the Museum (10.00 am—4.00 pm) so there will be working displays of stationary engines, tractors etc and maybe some horses.

Tea, coffee, cakes and a sausage sizzle will be available or you can B.Y.O., but there could be a shortage of seating so bring own chairs & tables.

Entrance \$4 adult, \$1 child or \$8 a family. Run sheets will be provided on the day.

Annual Presentation Dinner

Saturday 9 November 2002

We have booked the Plympton Football Club, Park Terrace Plympton Park again this year.

Cost of a 3 course meal will be \$12.00 head (this year including turkey instead of chicken) and

drinks at good bar prices.

There will be a free raffle and other fun activities as well as presentation of awards.

The starting time is 6:30 for 7:00 pm and there is secure floodlit car parking.

We are looking for early acceptances for catering etc.

Please fill in the enclosed form or advise us directly.

Ken & Carole Barnes
8293 7923

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

As you would all be aware the recent Seminar regarding Conditional Registration matters has been a hot topic. Since the introduction of this scheme there has been a vague understanding of what constitutes a Historic Vehicle and how they fit into the regulations, all subject to different interpretations and in some cases abuse.

We have now been given the opportunity to participate in setting the guidelines on how we would like the scheme to operate, with regard to vehicle eligibility and the delegation of responsibilities for the various bodies involved.

Your Committee is currently grappling with the issues at hand and will be submitting its proposals, along with all other Clubs, to the Federation by the end of September; no mean feat I can assure you.

Now to other matters, enclosed in this magazine you will find the voting form for Club Member of the Year, please don't put this aside! Throughout the year there are a good number of people within our Club who make things happen, there are also those who are always ready with advice or help, all of them deserve some form of appreciation and now is as good a time as any to show it. Don't discard the form, have a think and fill it in now, then bring it along to the next meeting, its not hard.

A recent outing to the Riverland produced some good results for a motley collection of members. Following up on some photos that were passed around at the last meeting, a group of dedicated rust collectors descended upon a 20 acre property with a number of relics out in the open and a couple of sheds hiding a fair selection of bits and pieces of Chrysler origins.

Like kids in a lolly shop these people were scuttling here, there and everywhere with squeals of delight as they unearthed their treasures. Everyone came home with something and it proved to be a good alternative outing for those members, so , if anyone knows of a paddock or shed that needs picking over I am sure I can find some starters.

With Bay to Birdwood on our doorstep many of you will be burning the midnight oil pampering your pride and joy while others will be cursing and swearing that time is fast running out. Perhaps this event epitomises what we are aiming for, one thing is for sure once you are a participant it all seems very worthwhile.

Happy and Safe Motoring,

Chris Howes

Secretary's Jottings

Well, another two months has passed since the last magazine, and the weather has become a bit kinder, with a bit more sunshine and little less rain.

The Club meetings seem to see more new faces on a regular basis, an indication of the health of the Chrysler Restorers Club. Great to see, even though it does keep Ken Barnes busy with new name tags, which he does very well. Both Ken and Carole also scour the shops and out of the way places for great monthly raffle prizes for our meetings

July saw Club delegates attend a Seminar organised by the Federation covering the issue of Historic Registration, and how it is to be structured in the future.

This was spelt out in a draft Code of Practice, on which Clubs and Club Members are asked to comment on and provide suggestions, plus identify any problems. This

meeting saw a large number of attendees from state wide.

It also covered matters such as Public Liability Insurance, training of marshalls etc for particular car Rally type events, and the need for Club to be more professional in their attitude to organising such events, in addition to carrying out risk assessments on such activities.

There is plenty in the coming months, with the Bay to Birdwood, the Tas Rally in early 2003, along with the Kernerwick Lowender, plus the 10~ National Chrysler Rally in September 2004

Ciao for now — keep those historic vehicles rolling along.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Ross Fleming, Ken & Carole Barnes, Gregory Janzow, Jack carpenter, Denis Greig and Graham Bailey (photos).

WEBSITE

There have now been over 2,900 visits to our web site

since April 2001 and 400 visits to the magazine download page since January 2002.

RESTORATION SERVICES DIRECTORY

No updates for the Restoration Services Directory this time — so the version on the website remains unchanged.

Richard Tapp

PAST EVENTS

Tooperang Trout Farm

14 July 2002

The weather the days before the run were bleak and cold and we even got some rain, which is saying something for this year. Sunday 14 July arrived overcast with predicted morning showers.

This was enough to frighten even Alan & Sandy Martin, who as you know often go "topless" so they came in their modern. Ross Fleming gave the Simca an airing, Steve Lovell brought his 1925 Chrysler 58 tourer and a lot of interest was shown in Richard Tapp's 1969 Reliant Scimitar.

After a stop at the bakery in Morphett Vale and as we were going through Mount Compass we noticed David Crighton with his car bonnet raised with he and Chris Howes looking at the engine (fuel system).

Further on we passed Dennis & Gwenda Newton going back toward Mount Compass. What a surprise when we got to the trout farm to meet Shirley Crichton, who had forsaken David with his problems, and was enjoying the outing.

Good news! Dennis who lives nearby came to the rescue, got the part that was needed and David was mobile, another example of CRC mate-ship.

As luck would have it the sun came out and some people had a very pleasant time fishing. The fish were still a bit elusive and Ross Fleming persevered for about an hour before he caught his first one, see the before and after photos.

By the time Richard Tapp caught his fish he felt like kissing it. Later Carole Barnes showed how to take the bones out in one operation.

Some of the fishers had good bags and some of us started to wonder if Barbara Williams

The 1937 Plymouth P4 sloper of Kevin and Barbara Williams, the 1961 Dodge Lancer of Geoff & Cynthia Chase and the De Soto Diplomat of Denis and Veronica Hatchard, in the car park of the bakery whilst stopped for morning tea. Richard Tapp photo

and Martin Wood were sending "bite here " signals down their lines.

We know those who went to fish or just enjoy a days outing enjoyed themselves, which makes the event worth organising.

Ken & Carole Barnes



PAST EVENTS

Tooperang Trout Farm (ctd)

On a drizzly Sunday on the 14th July, a number of Club members departed the Clubhouse to be joined by others at the top of Taps, enroute to the Tooperang Trout Farm, via Mt Compass. Despite a minor hiccup with Dave Crichton's De Soto, all arrived safe and sound (and cold, and perhaps a little mad!!)

After settling in, and receiving a few instructions, a number of folks armed with lines, some dubious looking bait and a plastic bag, commenced the serious side of the business!! All fish caught had to be purchased, and one was not permitted to throw any fish back into the water.

We were spread out between a number of fishing pools, which provided either small, medium or large size fish, the larger the fish, the harder it was to catch.

Richard Tapp, after spending some time casting and reeling in, caught what he wanted, only to find it mysteriously kept escaping the plastic bag!. This provided some entertainment to those of us watching from the other side, though Richard was not amused!! The pesky fish found, to its delight, that a large hole had appeared in the bag, hence the numerous escapes!

For myself, I caught a few, and stood next to Bill Ellis, who it seemed had an unfriendly line which would not catch a nibble, or a fish all day. We actually swapped lines and bait, and our spot, but still for Bill no fish. Very Strange!!

For my money, Barbara Williams took the cake. Barbara (The fastest gun in the West!) whipped her line out into that water faster than greased lightning, and it seemed, hauled it back so quick!! with plenty of fish to boot. Great to watch!. I reckon the Club must have taken out close to 30 fish during the day, and I am sure all enjoyed the day, despite the cold weather.

Thanks to Ken and Carol Barnes for a most enjoyable and satisfying Club Run with a difference (the fish incidentally provided a number of delicious meals)

Ross Fleming



Top: Ken holds the wet slimy fish while Carole attends to business. Middle: Continued surgery at the hands of Carole. Maybe we needed Drs. Doug Allen or Timothy Smeaton! Left: Carole does a Rex Hunt — Richard thinks it would better to kiss Carole than a fish.

PAST EVENTS

Tooperang Trout Farm (ctd)



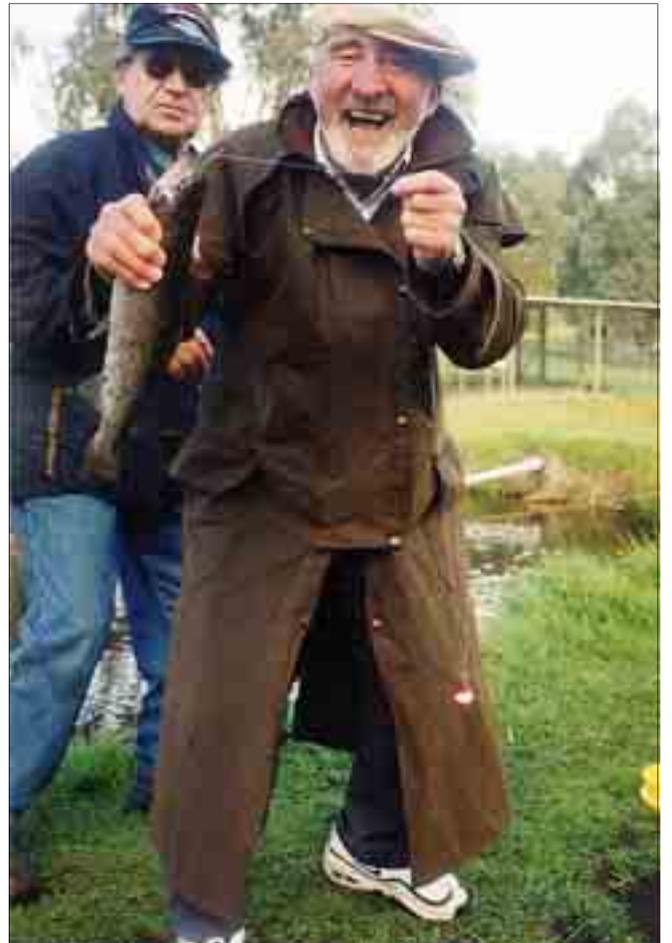
Left: I think the patient died on the operating table.

Right: Martin Wood with one of his haul.

Below left: Ross Fleming, the epitome of the patient fisherman.

Below right: The general consensus of those who have viewed this photo is that Ross was reasonably pleased. What do you think?

Ken Barnes photos



PAST EVENTS

Finch Restoration Workshops

18 August 2002

A 5,000 word report on this run! (a picture is worth a 1,000 words ...)

This page: Right: Alan Martin, that intrepid abuser of roosters, prevents another one from escaping. Below: Inside Finch Restoration Workshops. Bottom: Some of the cars on the run.

Next page: Top: Morning tea in the Adelaide Hills club rooms. Bottom: A newly restored Hispano Suiza

Richard Tapp

Photos from club camera, possibly with Graham Bailey in command?



PAST EVENTS

Finch Restoration Workshops



PAST EVENTS

Pub Lunch 2002

This year's Pub Lunch saw a convoy of vehicles converge on the Town of Willunga after a pleasant drive through the hills via Clarendon and Meadows and Willunga Hill.

At the Historic Alma Hotel, one hundred and twenty five Club members and friends sat down to a hearty roast, with a few ales to boot, and some lively conversation with the good company

We were entertained by a live Jazz band from the local area,

who regularly play on Sunday. This added some great and popular background music to the general atmosphere.

All in all an enjoyable day for all who attended, and thank you once again for helping to make it a good one!

Ross Fleming

A big thanks to Ross for organising another of his famous pub lunches.

I remember thinking that the

pub was at the bottom of the hill, so at least we won't have to climb the hill! Well, we came down the hill, which meant we climbed some other hill instead!

I would like to thank the member who noticed that I had lost a rim retaining bolt on my 1929 Plymouth. As another was very loose I cannot have been all that far from disaster!

Richard Tapp



PAST EVENTS

Pub Lunch 2002 (ctd)



Above: Maurice Emmerson's 1960 Chrysler New Yorker coupe. I needed a can of Mortein to scare people away so that I could take a photograph! Below: Street scene. Left: Inside the pub. Photos R. Tapp and club camera.



MEMBER TRAVELS

Towe Auto Museum

My mate Warren is a noted theatre organist in San Francisco where he plays regularly at the Castro Theatre and also the Grand Lake Theatre on Oakland across the Bay. He also plays concerts across the States and has also played here in Oz where we first met. I wouldn't consider a trip to the States without paying a visit.

Warren is also a keen car buff and a member of the Lincoln and Packard car clubs. His collection consists of a '55 Lincoln Capri, a big black '61 Lincoln Continental, a '53 Packard which has been in the family since new and a magnificent 1950 Packard – the “Lady Sapphire”.

His everyday car is a '65 Lincoln Continental and we drove around in this during my visit. I got to drive her myself and dubbed her “Cleopatra” because she is such a graceful barge. But great fun to drive – a typical over-the-top yank tank which just floated down the road.

Always plan ahead. And this time I did. I arrived in San Francisco a couple of days before Warren was due to play a theatre organ gig in Sacramento – at the Towe Auto Museum of all

places (www.toweautomuseum.org Ed) The museum has a large Wurlitzer organ rescued from one of California's now demolished movie palaces. Visitors can look over the exhibits while being serenaded in true classic style.

As a special treat Warren decided to use the '50 Packard for the weekend so I looked forward to a wonderfully stylish trip. We set out in perfect weather from the big city along the freeway to the State capital, through lovely rolling countryside. The Packard is a fully restored beauty with “Ultramatic” drive and which has won a few car club awards. Plenty of power. When Warren put the foot down she lifted her nose and loped forward. Nice and comfortable too, with a Bedford cord interior. Heads turned wherever we went. Great!!

The Towe Auto Museum was originally devoted to Ford products and still has the Ford logo prominently displayed outside. I understand that the place fell on hard times and was restructured to embrace other makes. The building is large and on one level only and doesn't seem that impressive from the outside, but inside there is plenty to do just that – impress, that is.



MEMBER TRAVELS

Towe Auto Museum (ctd)

The exhibits reflect the origin of the museum and Fords are well represented. Cars are mostly American of course, and range from fully restored through to original condition. They are conveniently displayed behind chain barricades and each vehicle has its history written up on display – much like the Birdwood Mill.

At one stage I spoke to a staff member (they are largely voluntary) who was almost apologetic for the fact that they didn't have the necessary millions to put on a real professional display. (Like the W P Chrysler Museum.) It all looked great to me, and I guess that the genuine old car fan doesn't need too much glitz to remain interested.

There is a mock-up of a typical rustic motor workshop of the '20s and also a 1950s "Vic's Diner" complete with a nice line-up of befinned beauties. One fascinating display dealt with the history of car heaters and air conditioning and another with car radios. One car which stood out for me was a 1954 Muntz – I can't remember hearing of it before – a very smart sports

convertible in a continental inspired style.

While I was making my way around Warren was giving his concert on the Wurlitzer and the music drifted through the museum; the acoustics were very good and it was not at all intrusive. When concerts are played there the guest organist is driven into the hall before the audience in one of the museum's vehicles, disembarks and mounts the podium to the organ console. Warren chose to use his own Packard on this occasion. I was given the honour of cleaning it before it was used – and it wasn't a chore.

The museum has a souvenir shop but I wasn't in the market for too much, so I settled on a couple of biscuit cutters of all things. Some of my honey biscuits for Xmas 2001 were in the shape of a Model A Ford. Now there is a fund raising idea. Perhaps in 2002 they could instead be in the shape of an Airflow or even a Chrysler Royal. Someone get cracking!!

A few more thoughts

While in the States I had a chance to look at some of the local Chrysler models. The PT



PAST EVENTS

Towe Auto Museum (ctd)

Cruiser seems popular but it is almost half the price that it is here. I was told that the PT was a surprise success for the Corporation and that they could not keep up with demand.

The Neon is badged as a Dodge in the States (*It was also a Plymouth originally – Ed*) but I did see it badged as a Chrysler in Canada. That particular model seems to have been dressed up to look sporty.

Of the bigger models the Intrepid was quite common. It is a sleek vehicle and in Las Vegas I saw several as taxis and even a stretch limo version. The 300 Concorde is a more stylish version of the Intrepid and is apparently expensive.

My favourite was the Sebring in convertible form – very smart; elegant yet racy too.

I took two rolls of film while away O.S. but it never occurred to me to take photos of these cars. Oh well, maybe someone can find them on the internet.

Gregory Janzow

Photos by Gregory Janzow, except for the Chrysler Sebring (right) by Richard Tapp. This was a rental car we had at the Grand Canyon on my honeymoon in 1996, when the Sebring was a new release.



MOTORING HISTORY

The Demise of a Vintage Lincoln

As the story goes, the Ford dealer in my hometown of Middlebourne, WV Charles D. Eastman, was forced by the Ford Motor Company to take a Lincoln to sell soon after Ford acquired Lincoln.

He could never sell the car and gave it to his wife for her use. She had only recently learned to drive and it was a large auto for her to handle and as a result, the car only had about 5000 miles on it. As I recall, and from researching Lincoln literature, the car was a 1923 Model 117 7-passenger limousine. As a young man, my father worked for Mr. Eastman in the early 1920s and spent almost full time installing starters on Model T's which came from the factory without them.

The dealership closed in the early 1930s and the Lincoln was still stored there. The building was sold and the car was then placed (driven?) to a barn for storage. My father owned and operated a sizeable automotive repair shop and filling station and rented space for car storage to car owners without a garage. About 1940 Mr. Eastman contacted my father to arrange storage for the Lincoln at \$5 per month, as the roof on the barn was caving in.

The owner had the towed to my father's garage and he became interested in getting it to run. The gas lines were all "varnished" up as was the carburettor and vacuum tank. He cleaned these out and the car was started and occasionally run. I do not recall that it was ever driven on the road as it was not licensed. I was 13 years old in 1940 and I remember "play driving" the car many times with my boyhood friends and sitting in the large rear compartment with the jump seats. To a teenager, this car was a humungous machine.

Mr Eastman, the ex-Ford dealer, was the brother-in-law of a rich Texas oil man who owned a large "gentleman's farm" a few miles from town and he became the farm manager. About 1945 Mr. Eastman became unhappy over the \$5 per month charged to store the car and decided to give the car to a farm neighbour Jack Kile, who did welding and machinery repair for the local farmers. The intent was to use the

Lincoln engine as the power supply for an arc welding generator.

I became interested in antique cars about 1960. I remembered the Lincoln and where it went. I drove down to the farm and there was the 5,000 mile Lincoln sitting in the farm lot. The aluminium body had disintegrated into powder and the chassis had sunk into the mud up to the axles.

I still remember the steering column sticking up with a fatman steering wheel on top. The engine was still in the chassis and might have been salvageable if it had not been frozen. Little else was of any value. I did not know enough about cars at the time to try to find the body tag or to take a photograph.

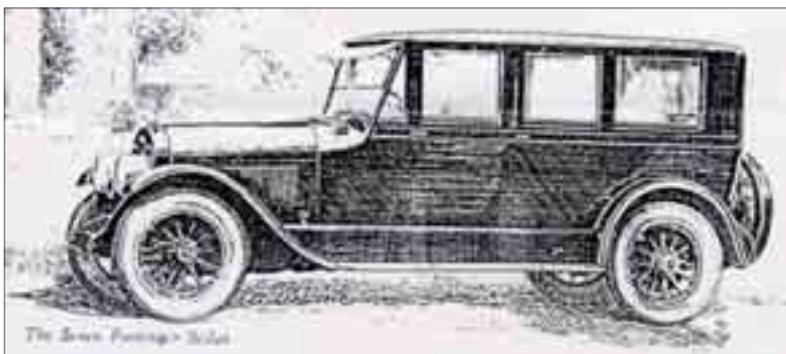
In 1998 I was visiting my home town and decided to see if there were any remnants of the Lincoln left. I drove into the farmyard and Jack Kile, Jr., the son of the Lincoln owner came out to greet me. I introduced myself and told him why I was there.

He informed me the Lincoln remains had been gone for many years and a milk house now stood on the site where it originally reposed. He said he had also played with the remains when he was growing up. At least two children growing up had some fun in this once stately machine.

The Lincoln made a long lasting impression on me. I owned a 1929 Model 156 Doctor's coupe for many years and now have a 1941 Continental Coupe that my wife and I enjoy driving and riding in when the weather is pleasant.

T Jack Carpenter

Reproduced with the author's permission from The Fork & Blade, journal of the Lincoln Owners Club. I found a photo of his '41 coupe on the website of the XXXIVth Gathering of the Faithful, these being members of the Lincoln Zephyr V12 Owners Club. Many of you will remember that Jack was in Adelaide in the year 2000 and attended our 20th Anniversary celebrations with David & Melva Schumacher.



PERSPECTIVE

For Women Only?

I have some observations I would like to share with wives who are new to the hobby of car collecting. To those of you who say, "Oh, we're not actually collecting, were just going to have this one car". I respond with those perceptive words of the younger generation, "Yeah, right." That's what I thought too, but there's this little word that's going to change all that ... parts.

There are parts that your car needs and parts that your car will need someday. There are parts that it doesn't need, but would be good for trading for parts that it already has, but needs better looking ones.

At this point you might say, "We're not going to show this car. We just want to drive it." I have found that to a man, every car is a show car. You probably don't care that the left rear ashtray is missing. (How often are you likely to have a left rear passenger who smokes?) But he cares. And he cares if all the hubcaps don't match, or the radio doesn't work or the rear view mirror is incorrect (another word you're going to hear a lot). "I know it has a perfectly good one but it's incorrect for a '38."

Even if your pride and joy is not going into competition, his buddies are going to be looking it over. In fact, it's going to be shown and its got to be (at least) presentable. Imagine his embarrassment if some total stranger at a car meet — glancing casually under the hood — were to remark, "Hey you know you got the wrong dipstick for that year?"

There is a never-ending need (lust?) for parts and they are frequently expensive and often hard to come by. You will find this out the first time you're sent out into a mile long flea market to turn up a "what's it" exactly like the one weighing twelve pounds and covered in grunge, which you have been given to carry around in your purse for easy reference.

If it hasn't already materialised, I would suggest that you prepare yourself for the imminent arrival of the "parts car". It is, of course, the only practical way to go. All the parts your car will ever need, packaged in a rust heap that sat axle deep in cow manure for the last twenty years.

For some folks it ends there, just like he promises. Not for us. Three or four days after the parts car

took its place (my place) in the garage, it started: the rubbing of his chin, shaking of the head as he prowled around the soon to be dismantled vehicle. "You know, honey, I hate to say it (not as much as I hate to hear it) but this darn car is just too good to part out. In some ways it's better than our other one."

Yes. On the grounds that it would be a criminal act equal to the slaughter of innocents, the plans for the removal of parts was abandoned and we ended up in due time (48 hours) with another parts car. This was the one that was only going to be around for a couple of weeks until he could get all the stuff he needed off of it. Then it definitely was going to be hauled away.

Do you have any idea of how much of a parts car is going to be salvaged? I didn't. The doors came off, the hood (it's better than either of the others), the back seat (for springs), the rotten piece of smelly carpet in the trunk (for the pattern) anything that could be sold or traded was leaned against a tree.

There was so much of the car still around after it was hauled away 16 months later that I didn't even know it was gone. Our thoughtful lady neighbour actually came over one day to inquire if we knew that heavy metal trash pickup day was coming My husband was highly insulted.

By the way, you don't really want to know what lives in car parts, especially in the depths of the scruffy seats. I will just mention that my husband once tried to convince me that the reason that the entire floor of a certain car was rusted away was because of mouse urine. Yeah right. He thinks I'll believe anything.

We did find enough tiny mice skeletons to construct a family tree going back countless generations and, in one of our parts cars we found a large family alive and thriving with new babies and a well stocked larder of nuts and seeds.

We also found a very long shredded snakeskin, which is why I'm not going to sit in that car no matter what he does to it! The back seat containing the rodent home was taken outside and left near the woodpile to encourage relocation.

Here's something else you need to know about parts. As a species, they may start out in the garage but they don't stay there. Some parts are too valuable. You never know when someone might

PERSPECTIVE

For Women Only? (ctd)

break in and steal that set of NOS head gaskets or the really cherry tail light assembly. Beside, he just plain likes to look at them during TV commercials. That's why the rebuilt water pump is on the coffee table and the crankshaft is resting across the arms of the newly upholstered chair. There has been an item sitting on the side of our sink in our bathroom for the last six months.

A recent enquiry brought the following information. It's a '37 Buick slyfon, and that is not a typing error. Just before Easter I finally came to terms with it. I found an artificial Zinnia of a coppery colour that just matched and stuck it in the middle of where there is a little hole (possibly for just such a purpose). My husband approved and seemed pleased that I was finally appreciating the ornamental value of these things.

(*missing Ed*) may have already started to acquire. The books will include everything that has ever been written about your particular brand of car, including histories of the company, every collection of photographs of all cars of the same vintage as your car, and railroad timetables that happened to have been printed in (*get this*) the exact same year as your car came off the assembly line!

There will be the new magazine subscriptions. Some of them costing more than your midwinter heating bill and for God's sake don't set a glass down on the cover of one. Of course there is **Hemmings** (*cross yourself*). It's the one in the plain brown wrapper that replaces your husband's face for several days after it arrives. It will often be found by the telephone with little pieces of paper sticking out of it.

That's another thing. Your phone bill is definitely going up. The phone rings one evening and your husband (*who never answers the phone once he is settled in front of the TV*) makes a dash for it explaining "That will be the guy in Kalamazoo I called earlier about a "38 clutch disc" or Albuquerque or Australia.

Antique car buffs are not bound by traditional morals regarding an appropriate hour to call one another. When you grope for the phone ringing beside your bed at half past midnight, the guy in New Jersey is not really going to understand why you sound so testy when he knows your husband has been waiting anxiously for the information on

whether the rocker panels he has for sale are the correct ones for your car.

Lastly, I'd like to mention money. You are about to get your priorities straightened out for you. Any money spent on old cars is not money gone. It is an investment, unlike what you squander on food, clothing, travel (*unless to a car show*) and the beauty salon. You will be constantly reminded of "what these cars are going for at the big shows". You will be asked to read ads from Hemmings and you had better not say anything smart like, "That's what they're asking, but do you know if that's what they are getting?"

Be prepared when you come home with a terrific bargain of which you are justly proud. Something frivolous like, say, a second hand vacuum cleaner, to have your news greeted with a look of sad reproach and something like "What you paid for that would have bought us an authentic licence plate holder so we could have had the car on the road by Christmas".

I hope all this forewarning doesn't sound too negative because the hobby is really a lot of fun. You meet nice people and your husband will have more friends that he has ever had before, especially when he is parting out a particular model or has lucked into a deal for an outhouse full of the remaining mildewed (*but original*) boxes from a car dealership that went bust in the '40s.

You'll go on neat tours and really thrill at the sight of a long line of these old automobiles slowly pulling out on the road, chrome gleaming in the sun. That's when it's all worth it

So, just keep your mind open, your sense of humour finely honed, and your money in a secret Swiss bank account. You're going to love the world of antique cars.

Stephanie Ragan

We borrowed this from the "The Chrysler Restorer", journal of our Victorian compatriots. They borrowed it from another journal who probably borrowed it etc. And Stephanie Ragan is unknown on the internet. In short Stephanie has proved untraceable—but her words of wisdom speak such fundamental truth that we believe that she would surely want her missive to be reproduced as far and as wide as possible as both a warning and guide to other wives. Ed

MEMBER TRAVELS

Gavno Autojumble

Denis Greig gave me a CD of photos he took at the Classic Autojumble & Concours de Charme held on 16 June 2002 at Gavno Slot (Gavno Castle) in

Denmark. There were about 1,000 vehicles listed in the program.



MEMBERS TRAVELS

Gavno Autojumble (ctd)

Left page top: 1961 Imperial of Henning Meyer; Left page bottom: late '50s Dodge Coronet; Top left: 1966 Plymouth Valiant Signet of Hans Kragh Nielsen; Top right: 1969 Dodge Coronet 500 of

John Almy; Below: I give up! What are they?

Richard Tapp



Chrysler Club Tools as at July 2002

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1935 Plymouth 100% original and complete. Partley dismantled for rust inspection. Body very straight, Engine PJ 258462. I have all parts to make this vehicle a 6 wheel equip / wire wheel model—if so desired. A very easy restoration project. \$4,500 Mick Plückhahn 03 5027 6 332 (Curlwaa via Wentworth NSW)

1936 Plymouth coupe, dicky seat, Richards body. New rubber, glass, whitewall tyres, upholstery, hood linings. Wind open back window. 9 out of 10—a top unit—drive anywhere. Reduced to \$22,500 ono Trevor Burton 08 8725 3000 Mt Gambier

1937 Chevrolet owners hand book and Vacuum Oil Co "Road Wisdom" circa 1928. Offers Terry Jones 82415224

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

Old type 6 Volt and 12 Volt globes. I recently purchased a lot of old stock from a closing down garage. Given a sample I may be able to help. Maurice Emmerson 8388 6002

1956 De Soto ute, complete, books, tinted glass, reasonable condition. Restorable. \$1,500 Alan Davis 03 5823 1967 (Vic)

1959 Chrysler Royal 313 poly V8 fully recon with NOS Weiland 4 bbl manifold, body painted in original light pink. All rust cut and plated. Seats retrimmed, braked rebuilt, most parts re-chromed. 99% complete. Needs assembly \$4,300 firm Hermann Kloss 8296 0497

1960 Chrysler Royal sedan. Needs little work. Good restoration project. \$1,000 ono David Jeffrey 0418 850 248

AP5 Valiant sedan, all original, suit restoration. Make offer Max Batters 8356 8761

1965 AP6 Valiant wagon. Good restoration project, Canadian tail lights, regretful sale \$500 David Jeffrey 0418 850 248

1966 VC Valiant, excellent mechanical condition, original interior in VGC, dual fuel and air conditioning. \$3,000 8277 2070

1967 Willys stepside, 33" all terrains, mags, lifted, dual front shocks, 302 ford, four wheel drive, 4 speed, dual fuel, new paint, big sturdy beast. makes an 80 series look like a toy. \$20,000 ono including delivery anywhere in australia Darryl Maxfield heidiho@bigpond.com

VE Valiant, bronze, original family owner \$3,500 ono Orest 8336 2229

Interior to suit 71-73 Chrysler by Chrysler. 2 front seats and back seat. Bone. Exc. condition \$500 firm. Peter Cahill, Minlaton 8853 2443

C series Chrysler Regal front doors (2) very good condition. Offer Max Batters 8356 8761

1974 Charger—original. Graham Strong 8276 9647

1976 Charger. Brown metallic paint, 245 hemi, recon 3 speed auto, alarm. \$6,000 Lewis 0405 125 363

1977 CL Valiant Regal, topaz gold with beige vinyl roof, SDO-808, 318 V8, rebuilt transmission, new tyres and rear shockers, P/S, A/C, elec windows, mags and tow bar. Excellent condition. Receipts. \$3,000 Rob Downes 8387 2136

1979 Chrysler Regal CM sedan, 6 cylinder, 4.3 litre ELB, dual fuel, 80 litre tanj, VGC 276,121 km (on second engine) Blue with vinyl top. \$2,500 David Georg 8389 1204

1986 Volvo 760 GLE V6, auto, P/S, A/C excellent condition. \$5,000 or interesting trade. Chip Thomas 0408 827 970.

Old phones—Jim McLaughlin 8294 2992

www.carcomponents.com.au is a new website for those wanting to find or sell auto parts.

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WANTED

1929 De Soto K gearbox 3 speed cluster or lay gear in good condition or complete gearbox. Lloyd Kennedy 8289 2814

1936 Chrysler C-7 Convertible Coupe (Airstream) hubcaps. I need 4. The Chrysler part number is 641766 (or 641983 for the locking hub cap). At this point, I'd even be happy with an aftermarket hubcap that would get me on the road. Marty, Sherman Oaks, California (c/o Editor)

1956 Dodge Kingsway hub caps (4). Ken dart 8277 6115

CL or CM Regal in original good condition—not modified. Michael Aberton 03 9841 4283

Tow bar for S series Valiant Robert Heath 8391 5451

Fuel sender for VC Valiant Wayne 8285 8072

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