



**THE  
CHRYSLER  
COLLECTOR**

**Number 158**

**May / June 2005**

**THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.**

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## CLUB DIRECTORY

### The Chrysler Restorers Club of Australia, South Australia Inc.

*Established in 1980, catering for the following vehicles:*

Dodge \* Plymouth \* De Soto \* Chrysler \* Imperial \* Maxwell \* Fargo \* Graham Brothers \* Valiant

#### Postal Address

PO Box 667, Plympton SA 5038

#### Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

#### Subscriptions

City single \$25.00 - City family \$30.00 - Country single \$17.50 - Country family \$20.00  
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

#### Club Officers

<b>President:</b>	Ken Barnes, 21 East Avenue, Millswood 5034 .....	8293 7923
<b>Vice President:</b>	Wayne Bartlett, 33 Todd Road, Para Hills 5096.....	ah 8285 0872
<b>Secretary:</b>	Ross Fleming, 1 Good Street, Fulham 5024 .....	8356 9391
<b>Asst. Secretary:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Treasurer:</b>	Alan Driver, 4 Roberts Street, Brighton SA 5048 .....	ah 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034 .....	ah 8271 6961
<b>Librarian:</b>	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 .....	ah 8261 7971
<b>Assistant Librarian:</b>	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109.....	ah 8258 5264
<b>Technical Liaison:</b>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090 .....	ah 8264 2261
<b>Public Relations:</b>	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020 .....	8449 8905
<b>Run Coordinator:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074 .....	ah 8165 3971
<b>Records:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Historic Vehicle Registrars:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158 .....	ah 8381 9665
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
<b>Committee:</b>	Bev Dart, 67 Australian Avenue, Clovelly Park 5042.....	8277 6115
-	Neil Wormald, 14 Laver Crescent, West Lakes Shore 5020 .....	ah 8449 7254
-	Carole Barnes, 21 East Avenue, Millswood 5034 .....	8293 7923
-	Noel Cowie, 4 Grassmere Close, Coromandel Valley 5051 .....	ah 8270 1829
-	Michael Buxallen, 27 Gores Road, Davoren Park 5113 .....	ah 8252 1381
-	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083 .....	ah 8269 4771
-	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016 .....	ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158 .....	ah 8381 1501
<b>Federation Rep:</b>	Allan Kempster, RSD12, Reeves Plains 5502 .....	ah 8527 4023
<b>Combined Car Clubs Rep:</b>	Ken Barnes, 21 East Avenue, Millswood 5034 .....	8293 7923
<b>Historic Vehicle Assessors:</b>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
	Ron Turner, 7 Hunt Crescent, Christies Beach 5165 .....	8382 3982
	Ross Bryant, 12 Alma Street, Panorama 5041 .....	8277 8220
	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083 .....	ah 8269 4771
	Graham Bailey, 41 Reservoir Road, Hope Valley 5090 .....	ah 8264 2261
	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126.....	ah 8251 3240
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 .....	8386 2931
<b>Catering Co-ordinator:</b>	Judy Hart, 55 Hallett Avenue, Tranmere 5073 .....	8337 7887
<b>Club Tools held at:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074 .....	ah 8165 3971

*Note that most committee members have e-mail access. You will find their addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the web version of magazine can not be protected.*

### The Chrysler Collector

**Next Issue:** Please submit material for the next issue no later than Friday 1 July 2005. Corrections/amendments until Sunday 3 July 2005. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction.

**Website:** The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

## COMING EVENTS

### CLUB MEETINGS

**11 May 2005**

Club Meeting

**18 May 2005**

Committee meeting

**8 June 2005**

Club Meeting

**13 July 2005**

Club Meeting

### CLUB RUNS / EVENTS

**14-16 May 2005**

Kernewek Lowender — Norma Schopp

**19 June 2005**

Pub Lunch — Ross Fleming

**17 July 2005**

Cudlee Creek Zoo - Bob & Donna Bermingham

**26 — 28 August 2005**

(plus travelling days)

Transport Hall of Fame Anniversary in Alice Springs - R Hart & G Bailey

**9 October 2005**

Balaklava Museum — Norma Schopp

**21-23 October 2005**

Country Music Campout at Bindmurra Station

### INVITATION/OTHER CLUBS' EVENTS

**15 May 2005**

Cavalcade of Cars at Kernewek Lowender

**15 May 2005**

Speedway at Wayville Showgrounds

**4 June 2005**

Handcuffs, Hernias and Hoses cabaret—Dom Polski Centre

**25 September 2005**

Birdwood Classic

**2 October 2005**

Kangaroo Island Motorfest

### SWAP MEETS

**12 June 2005**

Kadina

**21 August 2005**

Willunga

**6,7,8 October 2005**

Broken Hill

**16 October 2005**

Strathalbyn

### Entry Forms etc

*Club events co-ordinator has contact details and / or entry forms for other club's events.*

## Chrysler Ambulance News



Part of the fleet of 30 Dodge ambulances used by St. Johns in Auckland, New Zealand, in the mid '60s.

## Welcome to New Members

Angelo & Claudio Severino Tusmore	1929 Plymouth	Edward & Jean Inglis Bordertown	1971 Valiant 2 door
Paul Ryan & Peter West Western Australia	1982 Dodge Ram 1960 Chrysler 300F 1959 De Soto Sportsman Coupe	Edward & Lorraine Fullgrave Willaston	1964 Dodge Phoenix

## Cover Photo

The 1929 De Soto K series roadster of Sandy and Allan Martin, photographed at the 2005 Ray Miels Memorial Breakfast Run. *Photo Richard Tapp*

## COMING EVENTS

### Pub Lunch

*Sunday 19th June 2005*

The format for the pub lunch will be as mentioned in the Secretary's Jottings elsewhere in this magazine.

The basic lunch of main, sweets and tea/coffee will be \$12. For

those requiring a more expensive meal, there are plenty of choices.

Meet at the Top of Taps at the weighbridge at 9.45 for a departure at 10.15 am. We will travel via Clarendon, Meadows

etc through farm and vineyards, then heading to the Goolwa area. The route will be familiar to all.

Any queries or bookings, please ring me.

**Ross Fleming**  
8356 9391

### Country Music Campout

**21—23 October 2005**

The Country Music Campout will be held at Bindmurra Station, Blanchetown from Friday 21st October until Sunday 23rd October 2005. Admission -

\$20 Adult: Under 16 free if accompanied by an Adult.

Camp Oven tea available Sat. night. No dogs. No trail bike riding, or personal camp fires. Proceeds to aid Royal Flying

Doctor.

This is just preliminary notice. More information nearer the time.

**Judy Hart**

### Chrysler Ambulance News

The adjacent pictures are from "Chrysler Ambulance News", a 4 page promotional document from the mid '60s.

About the Dodge they wrote: "This ambulance, based on a standard 114" w.b. chassis and with a production fibreglass body, was recently demonstrated to Ambulance and Local Government bodies throughout Victoria, NSW and Queensland. Our special thanks go to St. John's Ambulance Brigade, Adelaide, who loaned us this attractive unit for the demonstration tour. The modern 1 ton chassis, with ample clearance, good springing, plus the performance of the powerful 225 cu. In. engine, makes it ideal for country areas and for handling multiple accidents on the highways."

About the Valiant they wrote: "A few months ago, Motors Ltd., Adelaide dealers, invited executives of Ambulance organisations to inspect a new two berth ambulance converted from a Safari Station Wagon. Conversion was by Freighter Lawton Ltd., Adelaide, who raised the roof approximately 6 ins. For greater interior comfort and space. Our photo shows executives of Motors Ltd., St. John Ambulance Brigade and Chrysler inspecting the unit.

**Richard Tapp**



## FROM THE COMMITTEE

### President's Message

The coffee cruise on the 19 March, what an event! A lot of us never expected to be in such a grand setting as Ian & Denise Lists' country barn complete with vintage cars, bandstand and musicians, topped off with a humongous supper. Much appreciated Judy & Dick Hart.

On the 19th February 1980, 32 people met in the Chrysler Cafeteria at Tonsley Park and formed the Chrysler Restorers Club of Australia S.A. Branch. The club has gone from strength to strength where now it has some 290 members and celebrated the 25th Anniversary on the oval at Mallala on Sunday 3 April 2005. The Anniversary was brilliantly organized by Norma & Roy Schopp and they must have felt very pleased with the record number of 98 veteran, vintage and classic cars of the members who attended. With the nice weather, the lovely cars and owners and a monster raffle, what more could you want! Well done Norma and Roy.

The CRCASA had the largest number of participating cars and people in the S.E. Saunter. Pretty good when you think that there are some 108 member clubs in the Federation of Historic Motoring Clubs SA. Joy & Bill Watson are to

complimented on the way the S.E. Saunter was organized and the work that they must have put into ensuring it was such a success. Both Carole and I enjoyed the leisurely way that it was arranged, meeting other people participating and saying hello to the country club members, who organized their town events. Joy had threatened us with having to tell people, at dinner, about our new found friend so I think this helped people to get to know each other better. All participants agreed there should be another event in 2 years possibly including the Riverland.

As May approaches we look forward to going to Old Tailern Town organized by Alison Purdie, who would have to be the youngest ever to organize an event but ably assisted by her Dad. Norma Schopp has again organized a group to go to the bi-annual Kerneweck Lowender, which should be fun. The club has a lot of willing helpers coming up with ideas for places to take your historic vehicle, so take advantage of that and join in the run events to show off your pride and joy.

*Ken Barnes*

### Secretary's Jottings

Where has almost half the year gone already - Lord knows!. Outside of the car club the world continues to produce all sorts of events from Royal Weddings, Royal funerals, Nasty Drug cases, Earthquakes, Bush fires, and on the local scene an unacceptable number of fatalities on the roads in this State. There appears to be an attitude on our roads that I am alright Jack, the rest of you are A up!

Spare a thought for those who have been involved in recent accidents on our roads, and when you take out the Historic vehicle on the road, take care, remember your brakes are not as good as the modern car, nor are the lights as good etc. Most importantly, have a look at yourself as well. You are not as quick or as alert either as you were when your car was new!! Just a few thoughts!!

A big thanks to Judy Hart who has done it again!. A well organised Coffee Run (at which I was unable to attend), and a goodly sum of money again raised for Charity. I think the world could do with a few more Judy Harts!!

Ken Barnes has settled in to a further stretch of Presidency - but look out Ken as Ross Bryant enjoyed his recent stint behind the wheel at the last meeting! Well done Ross Bryant. I thought Terry Jones presented a most interesting talk and demo on the art of rebuilding rubber parts and running board rubber for the older vehicles. Seems he had Bob Birmingham in stitches of laughter

during his presentation.

The club still continues to grow, and is quite amazing how new folk come in seemingly every week. I spoke to Frank and Frank (father and son) at the last meeting, thinking they were fairly new members. I was smartly put back in place, when told they had been members for around 12 months.

The Pub Lunch will be down South this year, and will be a similar set up to the format at the Gawler Arms last year. The basic meal offered will be a choice of two main meals viz Catch of the day (fish) or a Roast, followed by Sweets and Tea and Coffee for \$12.0c per head. If you wish for a slightly more expensive meal including access to the salad bar etc. that is available. Hope this will turn out OK. There is plenty of available parking space.

There are still a number of Pubs yet to be used both North and South. So the Pub Run is safe for a few more years before we recycle some of the previous venues etc like the Saddleworth Hotel, Strathalbyn, and the Pretoria to name a few! I anticipate we meet at the top of Taps at 9.45 am for a 10.15 am start.

Enough for now, as we write a number of Club vehicles are running around the South East on the SE Saunter - we hope all is well!

*Ross Fleming*

## Editorial

### CONTRIBUTORS

This issue comes to you courtesy of Chris Howes, Judy Hart, Ross Fleming, Ken Barnes, Lorraine Beythien, Bob Bermingham, Rae & Noel Cowie and Ray Bell

Our thanks to last issue's magazine despatch team, being Cathy Woods, Judy Hart, Shirley Crichton and Chris Howes.

*Richard Tapp*

### WEBSITE STATISTICS

	March 2005	April 2005
Visits	587	594
Pages	883	958
Megabytes	1,062	1,017

## PAST EVENTS

### Twilight Run

#### 26 February 2005

An eager group of expectant bocce players (or were they just good diners?) set off from the top of O'Halloran Hill for McLaren Vale. It was good to see Merrily Hallsworth out on a Club run in her 1928 Dodge for the first time, still in original condition.

We had a good long run through the hills via Clarendon and Kangarilla, up hill and down dale, along Range Road which afforded us a great view down to the sea and ended up at the McLaren Vale oval.

We paid our \$7 for tea as we went in. We all lined up to get our pasta, were given a small plastic bowl, helped ourselves to bread and parmesan cheese and quite enjoyed it.

Some people thought it wasn't quite enough, but then we found out you could line up as many times as you like and they kept bringing out different sorts of pasta.

I hesitate to say how many times some people lined up! After that you could get coffee and a lovely sickly Italian cake for another \$3. Needless to say I had one of those.

Bocce was quite different from what I was expecting! I thought it was the same as boule, with little silver balls, one name being Italian, the other

French for the same thing. WRONG!

Bocce is played with balls half way between the size of bocce balls and lawn bowls balls. It is played on a hard baked sand rink. A few of us had a bit of a roll. They told me the balls don't have a bias — so why were mine all going sideways?

The Cricket Club ran an auction to raise money on the night but the prices were a bit rich for me. They also had a raffle in which a couple of our members won prizes. I can't remember who they were—not me!

All in all, an enjoyable night spent with good company. Thanks to Norma and Brenton.

*Judy Hart*



### Pentastar Pride

Pentastar Pride, the newsletter of the Vancouver Island Region of the WPC Club (with whom we exchange magazines) is now available by e-mail.

They have confirmed that they are happy to send copies of their magazine direct to our members.

So if you would prefer to receive a copy straight into your Inbox rather than wait for me to bring the “dead tree” (paper) version to a club meeting, send an e-mail to Rita Green [ritagreen@telus.net] requesting that you be added to their mailing list.

*Richard Tapp*

**A Class Metal Finishers  
have relocated to:  
6-8 Waddikee Rd, Lonsdale  
Their phone number is unchanged.**

[The inside of our magazine covers are pre-printed in bulk, so that we will not be able to update their address until the July/August issue. Until then we will print this notice in the body of the magazine. — Ed]

### 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 January 2004.*

## PAST EVENTS

### Coffee Cruise / Mildura Easter Vineland Rally

#### Saturday, 19 March 2005

The photos on this page are from the Coffee Cruise, taken by Ken Barnes.

#### Easter 25-28 March 2005

If you have ever been to Mildura you will know what a great town it is to visit. BUT if you have never been to Mildura on a Vineland Rally you don't know what you have missed or what a great lot of people they are.

Trevor & I, over the last year have been to Broken Hill and Port Pirie for their respective rallies and a lot of the people from these rallies were at the Mildura Rally. Each of these towns have a biennial rally and people from each town attend each rally. Therefore you meet up with people from previous visits.

We had been told about Mildura and Broken Hill by Ralph and Margaret Winston and Pt Pirie by Brenton Hamilton.

Mildura and Broken Hill's are held alternate Easters so that gives people time to get to and from. Port Pirie's is held on May LWE and at the time of writing I don't have the date for next year as we won't have a May LWE but the rally is still on.

Each of the Rallies have been great fun and very friendly.

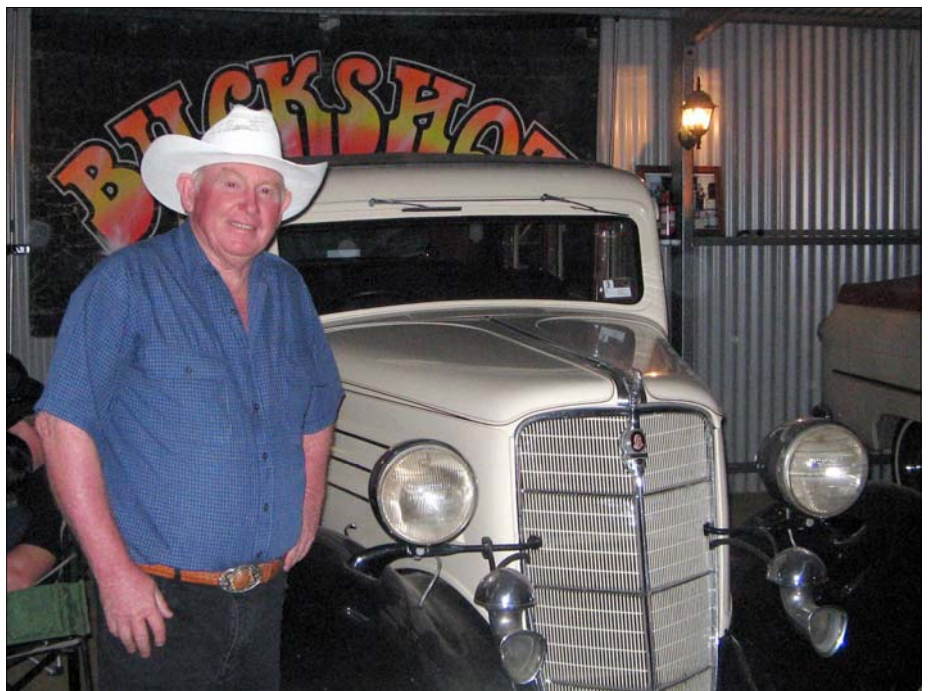
Mildura was no exception and we had every day filled with things to do.

Friday was registration day on the banks of the Murray and you could go for a Paddleboat cruise. Before registration we went to the famous Mildura market and Speedboat display in Langtree Ave. (Great stalls girls) Then at night there was a welcome at the clubrooms at Gol Gol (just over the river).

Saturday we met for breakfast at the High School grounds and drove to the Airport to see the RAAF Air Museum. Then we had a display day at Lock 11,

on the River Murray. (Another picturesque park) Then a Rock & Roll night with dinner.

Sunday we met at the Buronga Wetlands just off the Bridge in NSW then drove through Dareton & Curlwaa in NSW to Merbein in Victoria to a red-gum saw mill, which was very interesting. We then had lunch in Merbein and drove to James' Holden Hill at Nichols Point to view his vehicle collection. Then at night we caught the bus (provided) to the presentation



dinner, which was at the Coomealla Club. The Room at the club was decorated in Mildura colours and the dinner and dance was a great night to finish the Rally. But wait there is more.

Monday morning we had free breakfast on the lawns of the Great Murray River before saying our goodbyes to all.

Ralph & Margaret and Ashley & Margaret and ourselves, took the rest of Monday to get over a fantastic week end and had a look at a few things around Mildura then came home on Tuesday.

If you want something to do next Easter go to Broken Hill and then the following one to Mildura. Of course in between to Port Pirie you will not be sorry.

*Lorraine Beythien*

## PAST EVENTS

### Chryslers on The Murray 2005

18-20 March 2005

What can I say to describe how much Donna and myself were looking forward to experiencing our first Chrysler on the Murray Rally. For me, I can say I was full of enthusiasm and couldn't wait to get the "ol Val" fired up on the highway. For Donna it was like a nightmare was about to unfold and she was in it. Ha, Ha.

She had all the "what ifs" you could think of and I had my responses all ready for her. Like, "what if it's hot"? we'll open the windows, "what if we break down"? I've got RAA PLUS and "why can't we take the Ford"? because it's a Ford and so on. The weather forecast looked really good and at last she finally accepted that we were going in the "Val".

There wasn't any rush to get there as Donna was on holidays so we decided to leave on the Wednesday. So out with the maps to see which was the best way for us to go. I weighed up the options and decided to take the river run via, Renmark, Mildura, Robin Vale, Swan Hill, Echuca, Wodonga. It seemed to be a more scenic way to go and also more fuel stops available if it was required.

I was hoping to get around 300ks to the 11 1/2 gallon tank assuming my calculations and conversions were all correct. And they were provided you filled the tank up! Might I say at this moment and time that one should always fill the fuel tank and one should also fill the spare tank too! I didn't throw caution to the wind completely though. I put some tools in my small tool box and the

necessary fluids, hoses, electrical bits, a fan belt and a small fuel tank just in case.

Around 8 o'clock Wednesday morning and we're ready to go, I'm all pumped and Donna still having reservations. We have drinks and lollies at arms length and all the medication a man or woman could ever need to open a Chemist shop. The Val is all nice and shiny the boot is loaded so, I started up the "ol girl" and while she was purring like a kitten I did the compulsory check list. Fuel, check, oil pressure, check, battery, check, lights, check, all systems go. We were on our way and waving to the imaginary crowds on the side of the road as we drove off like a pair of dills. *[I can imagine Donna saying "Speak for yourself Mr B." — Ed]*

Anyway we had the right attitude no matter what happens; we were going to enjoy ourselves. I had planned my first fuel stop at Renmark but realised my calculations were out a little as the extra weight in the boot showed I had a full tank. Rather than throw caution to the wind, we decided to get fuel and a drink at Berri. We didn't realise how pretty Berri was as we have always taken the Monash by-pass.

Next stop was Mildura where we sat in the park after going to the bakery and had some lunch. Next stop was Swan Hill where we stayed over night in a Budget Motel on the out going side of town. Let me say one thing about trying to save \$7 on accommodation "DON'T, IT'S NOT WORTH IT". We had a lovely dinner at the golf club around 5 km over the

other side into NSW. Donna was a little bit sore in the neck area as usual so we thought a good nights sleep will fix it.

Next morning we did the tourist thing and went down to the Pioneer Village which was set up on the river bank. It was St Patrick's day so there was a lot of green and orange all over the place. We asked the attendant if it was worth seeing and how long to look around the place and she said a good 2 to 2 1/2 hours. Well I was about to say thanks but no thanks with my back problems but Donna said there looks to be plenty of places to sit and the attendant agreed.

She also explained there was a free horse and cart ride that goes around the whole complex and also an old car that does the same trip. Guess what the old car was/is an old 1920's something 4 door rag top Dodge.

I took some photos and spoke to the old guy driving it and he said it's been there for around 20 years or so and starts first pop and runs like a dream. Also amongst the various vehicles and machinery was a Dodge fire engine. There was so much to see and take photos of and I can highly recommend it to anyone.

We missed the Paddle boat ride but we will definitely go on it next time. There is also a night time tour which I was told is very good too. You could have knocked me over with a feather when I asked Donna what time it was and found that we had been there for just over 3 hours walking and looking at all the features.

We decided to have lunch there and it was well worth it before heading



## PAST EVENTS

### Chryslers on The Murray 2005 (ctd)

off to Echuca. We arrive a bit too late to have a look at the Holden Museum and the dock area maybe next time. We stayed the night at the Philadelphia Motel on Ogilvie Avenue, which was excellent and the food in their restaurant was nothing short of magnificent. If you want a Texas "T" bone go there it was at least 1" thick and covered a full size dinner plate.

And guess what was in the drive way??? A 4WD Dodge Army truck (I was told it was a tank retriever) with a canvas top over the cab, hitched up to an army trailer that had a tank or Bren gun carrier which the owner found in a paddock. I lost the guys name but he was a wiry ol bugga and has a Tank Museum either in Victoria or NSW. He was on his way home from a truck show near Wodonga. Up the next morning had a quick look around and then off to Wodonga.

We stopped at a town called Yarrawonga, where I would be more than happy to live the rest of my life. It was so damned friendly and nice and clean. Even the maggies did their part as people stopped and parked their cars they would eat all the bugs off the front of the cars. We arrived at the Wodonga Caravan Park at around 10.30 am, whereupon we had an altercation with the owner over the costs for the cabins that I had booked back in July 2004. Fortunately for me I had confirmed the prices with his manageress on the Tuesday before leaving, so he reluctantly accepted the prices we were quoted.

Down to the car wash on the corner to give the old girl the once over ( the Val that is ). There were bugs, everywhere, and real monster bugs too as the whole front of the Val was almost yellow. The car cleaned up perfectly and was so easy with the various cleaning agents and water pressures that were available. It was so strange driving around and almost every third or fourth car was a Chrysler of some sort. At first we

started smiling and giving the thumbs up but after a while you get sick of it Ha, Ha, well not really if you know what I mean.

We had to register and pick up our goodies bag at the Australia Park Motel where it was wall to wall Chryslers of all shapes and sizes. This year it was "The Year of the Yankee Muscle Cars" - next year it is "The 25 Anniversary of the Charger". The motel was opposite the complex area where all the cars were to gather the next day. We called in to see John Moore and his wife Sue (past members) and a couple of South Aussie R & S guys who just arrived from the Queensland R & S Rally.

We eventually caught up with Brian and Sharalyn Kerton who came through Horsham after staying the night with Barry, Jule, Jarryd and Tara Just's relatives. We were about go and have some dinner when we met up with a guy who was handing out photos of cars and how he can personalise a photo of your car for around \$60 to \$80. They looked great and as he was only across the road I asked if he would do one now for me and miss the rush tomorrow. With a bit of bartering from me he ended up doing one for each of us in the larger

frames for \$70 before it got too dark.

We decided to go to the SS&A club who had subsidised a meal for each of us and then we went our own ways as they were staying at the Boat Haven Caravan park about 15 km out of Albury, which they don't recommend if you are considering to go next year.

However remember the empty petrol tin in the boot of my car?? Well when we arrived at Wodonga the fuel gauge said I had just under 1/4 of a tank, unfortunately when I emptied the boot I didn't!!! When we drove into Albury I saw fuel was 99.9 cents and thought I'll get some of that after we return from dinner. When we did return it was now \$1.04 so I though "bugger it" I'll fill it tomorrow.

So the next morning we were going to meet at the Oddies Creek Reserve where the meeting was being held. So after breakfast I look outside and everyone is chamoising off the dew from the night air. Bobby (that's me) got himself a new chamois before leaving so he thought he would do the same. He also notice that they had their motors running, so, not to be out done Bobby (that's me again) starts his engine too.

The "ol Vals" purring like a kitten



## PAST EVENTS

### Chryslers on The Murray 2005 (ctd)

rumble, rumble, rumble, until .....  
pffffffffffttttt. Nothing ..... ooohhhh  
ahhhhhh I ran out of fuel!!!

The guy across from me looks over smiles and says, "how's it goin" ? I said it's not and started laughing. When I told him what had happened he started laughing too. Even more when I told him I had an empty petrol tin in the boot. He was nice enough to pop down the road and get it filled for me and he also has a tale to tell now thanks to me.

After meeting up with the guys at the park Brian joined me and Jarryd went with his dad Barry. We had around 100 or more cars for the morning run to Tallangatta and had our lunch there. The ladies went to Albury and did some serious shopping in Sharalyn's Monaro. Later on we continued our cruise and met up with the girls at the Ettamogah Pub. All the Yankee muscle cars start rolling up and it's so incredible you don't know where to look or what to snap. They eventually go onto the oval behind the pub and have their official photos taken as a group.

Dinner at the Commercial Club Saturday night was excellent, \$12 a head all you can eat and is highly recommended. On Sunday everyone takes their car to Oddies Creek Park and puts their car on display. Over 300 cars of all shapes and sizes were there and it was "AWSOME". A real eye opener even for the non Chrysler

people. There were also a few swappy people there including the Chases who had been to Queensland for the R&S Rally.

There were lots of trophy's for the various groups of cars that were being shown on the Saturday plenty of food by the caterers and a really nice setting for any event. The others all went for a ride on a paddle steamer that was near the venue and enjoyed the relaxation of the boat on the water. That night we all went to the Commercial Club for dinner as it was so nice the night before.

Next morning we packed the car and headed off for home. We didn't have any plans whether to stop somewhere over night or not so we thought we would just wing it and see how we felt. The car was running so sweet Donna was so relaxed and not a sign of any neck pain whatsoever.

We were cruising really comfortable and all of a sudden there was an almighty bang!! I pulled off the road and realised after checking for fuel etc, that I had no spark. I was out of range with the mobile and fortunately for us Clinton Smith a young local



fella pulled up and offered to tow me into the next town called Cohuna which was only about 5 km away. The auto electrician changed the coil still no good. I suggested the condenser which was inside the distributor and the wire was broken. He did a quick fix and hooked it up directly to the coil and \$35 later we were gone.

Country air must be good for you because neither of us were stressed out in fact we felt great. Got the "ol Val" moving again and was making really good time until we seen John Moore on the side of the road at a little petrol station at Nyah. We decided to travel together until we reached Paringa just outside of Renmark. John wanted to stop all the time and I wanted to get home so we went ahead on our own.

We arrived home around 9.30 pm and both of us could not believe how comfortable we were after such a long day's drive.

In closing I would like to say it was one of the best trips I have had in many years. I don't apologise for the long story in fact if it were possible I would have said a whole lot more. I really think our club should look at organising a group to represent our club for next years rally. Donna and myself will be going how about you???

**Bob Bermingham**  
((\*~\*))

All photos Bob Bermingham



## PAST EVENTS

### Club 25th Anniversary

#### Sunday 3 April 2005

Norma Schopp reminded us that 19 February 2005 was the 25th year of the inauguration of the CRCASA, and volunteered to run an event. She decided to have a grand display of member's cars on the oval at Mallala, as this had been the venue of the first run 25 years ago.

Norma set herself a goal of 100 cars, which would make it a record turn out of club vehicles, and had 100 badges made. On the day there were 98 cars, which was a wonderful achievement. People brought their own picnic lunch and there was a prize for the best-set table. Some people brought silver candelabras, white table clothes and ate and drank in style. However the Judges opted for simplicity and chose Norma & Brenton Hamilton as the winner.

Lots and lots of items had been donated as prizes for a monster raffle as the entrant fee of \$2 per

car was not enough to pay for all the associated costs.

The 3<sup>rd</sup> April arrived and the weather was perfect, a few early showers but no problem and in the Barnes household the 1927 Dodge and 1940 Dodge were ready to go.

Donated prizes for the raffle from Ross Trigg (RepcO), Chip Thomas (Kimberly Clark),

promotional items from Daimler Chrysler and a large bottle of 2000 red from our cellar, were all packed.

Both cars started and warmed up ok, but the 1940 Dodge died as it was backed onto the road. PANIC STATIONS!! Get the son-in-law. Get the RAA (not needed). The trouble proved to be shorting of the wire to the



coil, all fixed and arrived 5 minutes after the scheduled time of 11.00 am.

Everyone was in good spirits the prizes were distributed for best cars in their class and the overall winner of the day — Jan Emmerson's 1960 Chrysler New Yorker coupe. Prizes were drawn for the raffle with a lot of fun watching who would choose the large packs of Chux.

Soon it was time to go; some people stayed on to clean up, Roy, Norma and their daughter had a big cuppa to finish off the day. They all had big smiles on

## PAST EVENTS

### Club 25th Anniversary (ctd)

theirs faces, probably glad to see it all over but at the same time knowing it had been a wonderful success.

A vote of thanks to Norma & Roy Schopp for their planning, organizing and making the 25 year Anniversary such a success.

*Ken Barnes*

The day started out a little bleak, a few spots of rain and windy, but all was forgotten when we arrived at Mallala.

What a sight to see all those great cars in one spot. Come on guys, lets see if we can get a good size group together for next year's All Chrysler Day!

98 cars in all, just short of 100. I

was going to bring both cars but my driver forgot it was his daughter's birthday, I suppose you need to do the right thing.

I saw a lot of cars that I hadn't seen before and then I made the mistake of saying to Graham Bailey that I've never driven an oldie, He said see if you can fit behind the wheel, well I did with ease. To my surprise he jumped in the other side and started it up and said well lets go.

We left the oval and drove through town and up the main road for a few km and back again. Fatal mistake.

Well I am or will have a problem with room at home as there are too many cars when the VC ute

I'm restoring comes home. But after the drive of the Dodge that problems been reduced. The VC Safari and my S series are up for sale and I'm looking for an oldie. How's that! But I will still have a Valiant!

Norma and Roy and helpers did a great job of organizing the whole day. A big two thumbs up must go to them for that. The raffle was fantastic with some great prizes. Bob Bermingham did a good job with the camera taking photos of trophy winners and was desperate to win a pack of wettex at the raffle but to no avail (bad luck Bob)

It wasn't long after that that people started to leave, and I think a great day was had by all who attended.

Thanks Norma for a great job. Hip Hip Hooray.

*Wayne Bartlett*

*All photos Wayne Bartlett other than immediately to left and below — Ken Barnes*



## PAST EVENTS

### South East Saunter

#### 11-23 April 2005

With the Willys Knight well packed we set off on Monday April 11th for Victor Harbor and arrived at lunch time to a tapping noise coming from the engine. Once the bonnet was raised people gathered and it was Chris Howes with a screwdriver to his ear, found No 3 sparkplug was loose, retightened, problem solved.

Tuesday, early start for Kingston, and having just phoned elderly mother in Strathalbyn to tell her to park her wheeler out the front so we could toot and wave, the car lost power. Pulled over, and again along came Chris and others, after a brief discussion regarding the workings of a vacuum tank, it was decided that Noel was not having a problem with the Willys but the Willys having a problem with Noel, so back on the road, waving to mother as we passed through Strath for a lunch stop at Meningie, and then on to Kingston with no further stops. We spent two nights in Kingston before heading for our four night stay in Mt. Gambier. We enjoyed the day runs and hospitality of the Holdens of Age Club with the standout run to Portland some 200 km return,

We had a run to Port McDonnell on one of the days and a further run for a country style morning tea at Whiskers Woolshed. We then opted to divert to Penola for lunch and a look around before returning to Mt. Gambier.

The next morning we travelled in pouring rain, became a little damp on the inside, and arrived in Naracoorte later in the day. Tuesday the 19th we chose to have a free day to explore Naracoorte but got no further than the Mini Jumbuck factory when we noticed the generator was not charging. Rang RAA with no response, due to out of range, but luckily Neill and later Chris arrived and it was decided to return to the caravan park where Chris was staying for further investigation. It wasn't long and the RAA arrived, and on removal of the generator we found that a leather gear that drives the generator had worn out. (after 78 years do you mind).

After much discussion it was decided we would make the remainder of the journey without it, the generator was duly packed in a plastic bag for the return home. Whilst this was happening Chris was making phone calls to find out if anyone in the local club had anything to offer. It was

suggested that the local Saddlery might be able to help.

Chris thought that with Neill's expertise we could possibly make one ourselves, so that is what we did. The staff at the Saddlery were so helpful, they provided a piece of leather the right thickness, and allowed us the use of their tools and workshop.

With the gear made we returned to the car and the RAA boys made the final fit and we were back in business. We returned to the Saddlery to show the staff that the car was up and running again and to also express our thanks for their assistance.

Noel offered to take Nicki who had showed great interest in what we were doing, for a ride through town, some photos taken and we set off once more having experienced first hand the country people's willingness to help. This was a first-time look at a leather gear for the RAA guys and has since created a lot of interest.

The morning we left Naracoorte Izzy Ostrich joined the Saunter, time to move over "Chook". On our way to Bordertown we stopped off at the Padthaway Homestead/Winery.

By a chance meeting in the grounds with the 80 year old



## PAST EVENTS

### South East Saunter (ctd)



mother of the Manager of the Estate several of us were invited to look through the original cottage she is currently occupying with her granddaughter and she also arranged for her daughter to give us a grand tour through the main homestead. Alan Martin renewed some old memories of the past for her by whisking her away in his roadster, top down, for a brief drive, much to her delight, making her 80th birthday memorable.

The following day's run organized by the Bordertown club included morning tea at the Lavender Farm, a visit to the historic Serviceton Railway Station, down dirt roads and across a paddock to pick gladioli, I don't think there was a car without a bunch on the backseat.

Murray Bridge, our last destination for a final dinner and farewell. A vote was taken that a reunion be held later in the year and a lot of enthusiasm shown for the further planning of another trip in two years time. What a great trip with many thanks to

those that helped us along the way, and our Knight that saw us safely home.

#### *Rae & Noel Cowie.*

Due to the success of the West Coast Wander in 2003, the Federation started organising the SE Saunter over 18 months ago. On Monday 11<sup>th</sup> April 2005 it all came together for a wonderful trip to visit some of the Clubs throughout the South East.

We left Morphettville Racecourse with 88 vehicles the first day and travelled though Aldinga,

Yankalilla and Inman Valley to be met by the Historic Motor Vehicles Club at Victor Harbor. This was a good start, as the weather was perfect and the route to Victor a bit different than most of us travel when heading down that way. We had a look at Dennis Martin's museum of Cars and memorabilia in the afternoon. He has the best view in Victor Harbor. We then had dinner at the Hotel Victor with our hosts the HMVC.

The next day we headed over the Murray River at Wellington and on to Meningie for lunch with the Coorong Mechanical Restoration Club, who had arranged lunch for us at the Old Cheese Factory. NO cheese made here, but they do have a great museum to look through. I can thoroughly recommend a look, next time you are in Meningie. After lunch we drove to Kingston along the Coorong. I always like this trip as there is always something different to see.

The Southern Ports Vehicle & Motor Restorers Club took us on a tour to a winery on the third day. We then had time to look around the town in the afternoon. The boys went out to Kev's Kollection to see his many Tractors and the girls went shopping. We had Dinner at the Football Club that night.



## PAST EVENTS

### South East Saunter (ctd)

Day 4 Thursday saw us travelling through Robe, Beachport and Millicent to Mt Gambier. On the way we were able to look at the Woakwine Cutting and then the Millicent Museum, while the cars were on display outside on the lawns.

The next day the Holdens of Age (SA Branch) took us on tour to Pt MacDonald for lunch and then we returned to Mt Gambier for a cheese and wine tasting at the Lady Nelson Information Centre, which is also a great place to visit.

The next day being Saturday, The Portland Vintage Car Club hosted us. Some of the cars went to Portland and others took the offer to cruise on the Glenelg River for two hours. On the way home we were able to call at Dartmoor, to view some woodcarvings. They are not just any old carvings but trees that were planted for WW1 memorials and had grown so big and dangerous that they had to be cut down. The town decided to cut the trees to 15 ft above the ground and have the stumps carved by a Chainsaw Sculptor. We had a guided tour around these, which was very interesting. That night we



had a dinner at The Barn Palais just out of Mt Gambier.

Sunday we were hosted by the Mt Gambier Veteran & Vintage Car Club and toured to Whiskas Woolshed, near Penola, for morning tea and then down through the forests to Tantanoola for lunch. Here we saw the Tantanoola tiger (very stuffed) at the Pub.

Monday we toured from Mt Gambier via a secondary road to

Nangwarry then through Penola to Naracoorte. The Naracoorte Historic Vehicle Club arranged Dinner, at their grand Town Hall. The year 11 students from Naracoorte High prepared and served the meal. Great Job – Well done.

On Tuesday we toured the Caves and had lunch there also. After dinner we went to the club's rooms to see a display of machinery and vehicles, then had a wonderful supper.

Day 10 Wednesday we drove to Bordertown through the towns of Padthaway and Mundulla. The Bordertown Vehicle Restorers Club hosted dinner, at the Civic Hall. Another great meal, with a local artist's pieces on each table which became quite a talking point for the evening and the next day, when we visited his workshop.

We all said we weren't sure what we were going to do in Bordertown for two nights but all fears were put to rest.

The Club had arranged two tours with guides. I am sure most people were surprised at what Bordertown



## PAST EVENTS

### South East Saunter (ctd)



has to offer. We were divided into two groups and went in different directions and met back in Bordertown for lunch and then swapped tour guides for the afternoon.

We toured the old horse dip, and the Lavender Farm, for morning tea. We then travelled to a Gladioli Farm. (No Dame Edna, but the girls were allowed some flowers). Then on to the Serviceton Railway Station. (It was built in 1889 on the Disputed area between SA & Victoria, which was no mans land between the states. Goods and people had to be transferred from SA to Vic and visa versa in the early days). We passed the Wolseley RAAF Fuel Tanks from WW2 and returned to Bordertown for lunch on the Oval. In the afternoon we travelled to Poocher Swamp to see the runaway holes, then to the Shearing Tree. We travelled through Mundulla and saw the very small Council Chambers and the Old Hotel, we passed the Tatiara Meat works and looked over the Nalang Homestead which needed a water diviner. Trevor Sheer from the Barossa Club kindly

found the pipe they were looking for in seconds, using a bent piece of wire.

We then travelled past Tatiara Seeds and had a look around Clayton Farm and had afternoon tea. On the way back to Bordertown Oval we passed the White Kangaroos which Bordertown is known for.

Day 12 Friday was the trip to Murray Bridge along the road

through Carew (off the main highway) to Keith. Then onto Murray Bridge for dinner at the Rambler Football Club, hosted by the Auto Collectors Club of Murray Bridge.

Day 13 Saturday April 23<sup>rd</sup> we all left for home.

In summing up we saw a lot of our wonderful country which you generally pass without much notice. We met some great people and made new friends from other clubs both in Adelaide and the country. We ate far too much.

Joy & Bill Watson and Arthur and Nola Clisby did a fantastic job of keeping us all together and happy. Congratulations for a job well done. The RAA Patrols Ron & Peter had about 30 jobs to keep them amused and had the vehicles back on the road very quick even with having to get parts from Adelaide. Well done guys.

*Lorraine Beythien*

*All photos Ken Barnes other than group photo page 15 (Mike Osborne, Maitland Auto Preservation Society) and Oval photo page 16 (Trevor/Lorraine Beythien)*



## OUR MOTORING HERITAGE

### Chrysler and the Australian Grand Prix

Ray Bell has a "wanted" advert in this issue. As part of the communication re that advert, he offered to write an article — Ed.

Everyone knows that Mitsubishi, as the heir to Chrysler Australia, sponsored the Australian Grand Prix the first time it was a World Championship race. Of course, that was in the Chrysler/Mitsubishi hometown of Adelaide and the year was 1985.

But Chrysler products, despite their humble origins, have a long and rich heritage in this event. Not quite back to the first race that became so named, the 1928 '100 Miles Road Race' at Phillip Island, but a long way back all the same.

In fact, those early races were restricted to cars of 2-litres or less. It was only in 1936, when the "1937 Australian Grand Prix" was held (again in South Australia) that bigger cars were allowed. Though Chrysler had participated in the Le Mans 24-hour race a few years before this, nobody in Australia seemed keen to try the product in racing here at that stage.

1938, with the advent of Bathurst's Mt Panorama circuit saw C. Williamson's "much raced old Chrysler ... standard chassis with a lightweight body" turn out, though it failed to reach the finish. No doubt, however, its 4150cc engine punched it up the mountain quite capably.

There were no Chrysler vehicles in the 1939 race at the fabulous Lobethal circuit, nor were there any at Bathurst in 1947 or Point Cook (Vic) in 1948, but at Queensland's Leyburn airstrip circuit in 1949 Chrysler bits and pieces were in evidence. And to good effect.

Not only was Doug McDonald's Bugatti rebodied and fitted with a Dodge 6 engine, but there was a Dodge rear axle under Cyril Tritton's Wolseley Special and a gearbox from a 1927 Dodge in Rex Law's Regal-Cadillac, driven by Allan Larsen.

Tritton's brand new car, which went

like stink on the three 1-mile straights, was very poorly endowed in the handling department. Not only that, the flying gravel of this rough and ready circuit was going to tear the new bodywork to bits, so driver John Pike and riding Mechanic Bill Kelly withdrew from the race.

The McDonald car succumbed during the race too, a fuel line feeding the side valve six failing, but Larsen ran the event non-stop. Despite having had his new set of tyres destroyed in a house-fire a fortnight before the event (a fire in which his nephew perished), he nursed the old rubber he had fitted to bring the car home in fifth place.

Just a few months later the South Australians saw the race on their turf again, this time at Nuriootpa. Yet another Bugatti turned out powered by Dodge, while Victorian Bill Wilcox had his Dodge Special on hand. Wilcox finished fifth, only half a second behind the an MG TC in fourth place, while Robinson dropped out before half distance.

1951 was the first time this truly

National race was held in WA. This was the state which saw the most Chrysler-oriented racing cars of the period, so it's appropriate that Barry Ranford should take out the highest placing ever to be seen using Chrysler components when he filled fourth place., Perth dentist Sid Taylor was sixth in his TS Special and Syd (later Senator) Negus was tenth in the Clem Dwyer-built Plymouth Special.

Not finishing were the Ranford Special of D. Page (powered by a Plymouth 4, it was a speedcar with big wheels fitted for road racing) and the Chrysler Special of Syd Anderson. I have no idea what this latter car was, other than an entry as a 'Chrysler Special', nor do I know if it actually started the race.

As for the cars that did finish, Ranford's was powered by a twin carburetted pre-war Chrysler six driving through a Vauxhall 25hp gearbox. Its fabricated chassis sat on Ford suspension from the 1940-46 era and it had a simple lightweight 2-seater body.

Taylor's was very similar except for



## OUR MOTORING HERITAGE

### Chrysler and the Australian Grand Prix (ctd)

the suspension, which was more conventional with semi-elliptic springs. The Negus car was similar, but with a very nicely made 2-seater body. It possibly retained the pre-war Chrysler gearbox behind the usual 6-cyl side valve engine.

This race actually marked the end of the 'Specials' era of the race, but there were still Specials running despite the sure knowledge that they would be beaten by factory racing cars.

Wilcox again ran at Bathurst in 1952 but was black-flagged while dicing with the car that came fifth, Jack Murray's Allard. A count of people helping out at a refuelling stop showed that more than should have been tending the car – but it was discovered (too late) that one counted in as a helper was an official observer watching that all was well!

Phil Harrison bought the Wilcox car and ran it the following year at Albert Park, but failed to make the finishers' list and so became the last Chrysler-oriented driver until the race returned to WA.

There the old stagers were back. Negus and Taylor had the same cars, Mick Geneve had a big Chrysler truck 6 in the Ballot – a car with running gear dating back to the 1930 race, but plenty of handle and head changes in the rest of its makeup. The Ranford car from 1951 had deserted its origins under Morrie Maurice's ownership and was entered by George Wakelin with a Ford V8 where the old six used to be. Ranford himself entered a Morgan.

Of course, it was asking a lot of these cars to show up when the field comprised Cooper Bristols, Ferrari F1 cars with bigger engines, Maserati 250Fs and future world champions. However, about five laps off the pace at the end of a terrible scorching seventy laps of Caversham, Taylor came in sixth.

The others all failed to finish. The day of the Chrysler cars in the Australian Grand Prix was over.

Or was it? Certainly there were none in the races of 1958-61, but on the return of the event to Caversham in 1962 the TS Special was again an entry! Almost twelve years after filling sixth place in a depleted field of Specials at Narrogin, the car turned out with a bored out Kew engine of 4.5-litres and a new driver named Edwards. It finished seventh in a field loaded down with state of the art rear-engined Cooper Climaxes and BRMs, thirteen laps down on the winner and just behind Sid Negus in a Cooper Bristol copy.

It had not let the side down at all.

There was a chance that someone would run Chrysler power in the race in later years. It never happened, but it could have during the 1970-80 period when Formula 5000 was in vogue. But it can't happen any more.

All we can do today is hope that some of those Specials of years gone by still make themselves evident in Historic Racing. The TS Special has been re-created, the Dwyer Plymouth has never really left the tracks (though it spent a time as a road car), though the Wilcox Dodge seems to have vanished. Fortunately, from time to time someone builds a car in the likeness of the oldies to run in events of this nature.

It's my personal ambition to one day re-create the Ranford car of 1951. I have been collecting parts, the gearbox and engine to start with, and I'm on the lookout for the Ford suspension and brakes. Then some time, money and energy.

What strikes me, though, is that the era in which people threw cars together with what parts they could gather was so interesting, so loaded down with variety and probably so much fun. Certainly compared with racing today.

And it also strikes me as strange that so few used the unburstable Chrysler engines, especially when droves of splash feed Hudson power units saw service on the circuits.

But it's all part of the charm of looking at our motor racing history.

**Ray Bell**

*All photos provided by Ray Bell. Some were scanned from Chevron Publications' Australian Grand Prix*

*P18 top:* On the old Liberator airstrip at Leyburn, the Larsen Regal gets a good start from the second row. Behind it, with the nose obscured by the Hudson speedcar of Alf Bowes, is the Doug McDonald Bugatti Dodge, which looks very homely for a Bugatti.

*P18 bottom:* Ross Gray's Airflow was a tender car for his Ford Special at Leyburn for the '49 AGP, to the right is the Regal Cadillac run by Allan Larson, which had a '27 Dodge gearbox.

*P19:* The Bill Wilcox Dodge ran in the 1950 GP as well as the inaugural Albert Park GP in 1952. Here it passes the BMW that won the 1948 race during the 1950 event at Nuriootpa SA

*P20 top left:* Barry Ranford and his



# OUR MOTORING HERITAGE

## Chrysler and the Australian Grand Prix (ctd)

6-cyl Chrysler Special on its way to fourth place. Note the casual spectator control at Narrogin, typical of the era.

*P20 bottom left:* Not a Grand Prix, but an 'around the houses' race at

Northam WA. Nearest the camera is Ted Harris in the Dwyer/Negus Plymouth and beside him is Sid Taylor in the TS Special, another Plymouth 6-cyl powered car. Both of them ran at Narrogin.

*P20 top right:* Prior to building the 6-

cyl car, Ranford ran this speedcar at both speedway and road race events, changing to large wheels for the latter. It had a Plymouth 4-cyl engine.

*P20 bottom right:* The Dwyer/Negus car in Ted Harris' hands, again at Northam



## Restoration Project

Geoff from Canberra was contacted by Ken Barnes asking for information to help with this Dodge 4 restoration project.

David Schumacher has identified it as a 1925 model from distinctive features of the wheels and studs.

Geoff had been told it was a 1912 model — but Ken had no difficulty in putting that furphy to rest.

*Richard Tapp*



## MARKET PLACE (CTD)

### Club Stubby Holders

Club “stubby holders” are now available, thanks to Mike Rees.

Your stubby holder can be customised with the name of the vehicle; ie Dodge, Plymouth, De Soto etc.

Also instead of the club logo you can have a photo of your own vehicle with vehicle description printed underneath — eg 1963 Chrysler Royal AP3.

Your own name or nickname can be added as well, as in the

example.

For a customised stubby holder please supply a photo of your car with no background and all other relevant details.

Price \$6.00 with logo, \$7.00 with photo.

Place orders with Mike Rees, PO Box 107, Tanunda 5352; mob 0427 101 784

Stubby holders can be ordered any time.

*Mike Rees*



### Club Clothing

#### CLUB CLOTHING

A range of clothing with our club emblem is now available.

**Men's Polo Shirts** in Navy or Royal with Red Trim in Sizes Small to 3XL - \$35 and 4XL to 5XL now available at \$39

**Ladies' Polo Shirts** in Navy or Royal with Red Trim in Sizes 8 to 20 - \$35

Children's sizes are also available

**Vests** — Reversible Polar Fleece Lined in Navy with Red Lining or Navy with Navy Trim — Sizes Small

to 3XL - \$58

**Water Resistant Polar Fleece Lined Jacket** Navy with Red Lining, Royal with Red Lining, Navy with Navy Lining - \$64

**Chambray Shirts** Men's or Ladies' Long Sleeve \$42, Men's or Ladies' Short Sleeves \$41, Ladies ¾ Sleeves \$42.

**Sew On Badges** \$16

**Caps** Navy with Red Trim or Royal with Red Trim to match the Polo Shirts \$13

All prices include our emblem embroidered on the article

If you would like to order any of the



### Chrysler Club Tools as at October 2003

Valve Seat Cutters  
1 1/8" to 2 1/4" in 1/16" increments — various cuffing angles  
Expanding Reamers & Guides — various sizes  
Cylinder Honing Tool  
Cylinder Ridge Removing Tool

Valve Spring Compressor  
Piston Ring Compressor  
Ring Groove Cleaner  
Torque Wrench 0— 120 ft lb 1/2" drive ( Qty 2)  
Compression Gauge  
Stud Removal Tool  
Headlight Glass Tool

Trolley Jack 2 tonne  
Pr. Body Stands  
Hydraulic Engine Hoist  
Engine Work Stand

**All Tools located at 4 Peter Place Campbelltown. Phone Chris Howes 8165 3971**

## MARKET PLACE

### NOTICE TO ADVERTISERS

All vehicles offered for sale should quote their registration number or engine number if not registered.

### FOR SALE

Short motor for a 1921 [approx.] T-Model Ford, which has been stored for 40+ years. David Zeplin 03 9419 4007

1923 Dodge, 4 door tourer, engine reconditioned (papers), new radiator, dismantled. \$3,500. Happy Valley. Judy & Larry Weepers 8381 3615 or 0413 677 858

1923 Jewett Hearse, average conditions, \$6,000 ono 8398 2311

1924 Dodge tray top 'C' cab, must sell. Reg. number WSC 566. \$3500. Darryl Hinks, 8568 2348.

Dodge 4 Axles (2), 1922-27, Dufor AS6 (square one end, round and tapered with thread on other) Never used. Rod Smith 8278 1313

30 inch diameter enamel "Approved Dodge Service" sign probably dating from the thirties. The sign is double sided enamel and I believe that it may be American sourced. The sign is not a reproduction. It has a couple of hooks welded to the top for the purposes of hanging the sign. Asking price is around \$750. Colin Skinner 8480 7262 (wk) see photo below

1942 Dodge ute, needs restoration \$1,000 ono Semaphore 8242 5026

1948 Dodge Deluxe, [body no. D2456843] mechanicals restored, but not re-assembled. Many spare parts, including several differentials [one fully reconditioned], many spare wheels, and several spare mudguards. The car body is in very sound condition with no rust, but does need a paint job. The body has been on blocks, in a garage for between 20 & 25 years. The Dodge has its wheels still on, so is able to be moved. It is ready to re-assemble. The car has leather upholstery that seems to be relatively OK, but would need some attention. David Zeplin 03 9419 4007

Various parts for 1946/7 Dodge, 1939 De Soto, wire wheels and possibly a cylinder head for 192? Marmon. David Zeplin 03 9419 4007

Engine for 1951 Morris Minor [side-valve], plus various other parts, stored for 30+ years [plus manuals, I think]. David Zeplin 03 9419 4007

S series Valiant [REX 336] Wayne Bartlett on 0438 285 807 or 0408 829 605. (refer photo below)

S series Valiant [XPG-628], good condition, original reg no to be kept by owner, Glen Osmond, 8379 6254 or 0416 333 732

VC Valiant [261 320] Offers to Allan Lewis, Woodville Gardens 0408 022 070 or message at 8341 9587

VC Valiant Regal [SUA 347] Mechanically good, gas, offers. Bill Cotter 8396 6032

1966 Dodge Phoenix, auto, no wheels, few rust spots, need new interior, engine No V31811240592 – Offer. Phone Elka 0425 850 971

161ci Holden head complete with hardened valve seats and assembled, ready to bolt on. Any reasonable offer. Geoff Glynn-Roe 8264 7264

Rear Venetian to suit VE, VF or VG Valiant sedan. \$10 Ross Trigg 0427 701 329

New brake drums to fit mid to late 60s Valiant (may have discs), offer to Rocho 8356 1495

Edelbrock Torker 11 383 Chrysler intake manifold. (Catalog No 3010). It is still in the box and brand new. Current cost \$470 asking \$300, negotiable. Moss Geue 0417 830 271

1971 Galant Colt [RVG 961] Good condition, offer around \$1000, 8326 0152

79 CM Regal [Vic BQT 334], VG condition, (CL Front), \$300 Joel 8346 2737 wk, 8277 4204 ah.

CM Valiant, running, \$200 c/- Trevor Beythien 8449 8905

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### WANTED

A car from the 20s to the 30s Wayne Bartlett 8285 0872

Information about the availability of a higher than standard ratio differential for a Richards bodied 1939 Plymouth P7 sedan. Lawrie McFarlane [lawriendell@yahoo.com.au]

Push Buttons for Auto 61? Valiant - Jeff Meharg. Qld. 0411 855 255

RH Floor pan for S series Valiant, Lindsay Gibb 8281 2330

Limited Slip Differential for 1964 Dodge Phoenix. 1957—1968 should be suitable. Ray Bell 0409 063 662 (Brisbane)

VG Valiant interior – Front, Split Bench Seat, Dash Pad etc. Prefer Tan but any colour will do. Glen Curtis - 0417 398 228

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