



THE CHRYSLER COLLECTOR

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

Number 159

July / August 2005

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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

President:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Vice President:	Wayne Bartlett, 33 Todd Road, Para Hills 5096.....	ah 8285 8072
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Treasurer:	Alan Driver, 4 Roberts Street, Brighton SA 5048	ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Assistant Librarian:	Steve Lovell, 21 Roycroft Avenue, Salisbury East 5109.....	ah 8258 5264
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Public Relations:	Lorraine Beythien, 6 Manley Cct, West Lakes Shore 5020	8449 8905
Run Coordinator:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Records:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Historic Vehicle Registrars:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
-	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
Federation Rep:	Allan Kempster, RSD12, Reeves Plains 5502	ah 8527 4023
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034	8293 7923
Historic Vehicle <i>South:</i>	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158.....	ah 8381 9665
Assessors: <i>Central:</i>	Ron Turner, 7 Hunt Crescent, Christies Beach 5165	8382 3982
<i>Central:</i>	Ross Bryant, 12 Alma Street, Panorama 5041	8277 8220
<i>North:</i>	Malcolm DuBois, 4 Poltwana Terrace, Broadview 5083	ah 8269 4771
<i>North:</i>	Graham Bailey, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
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Catering Co-ordinator:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Club Tools held at:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
	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 26 August 2005. Corrections/amendments until Sunday 28 August 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

13 July 2005

Charger Book—Ken Hartland

10 August 2005

Wood graining—Garth Pennington

17 August 2005

Committee Meeting

14 September 2005

Chrysler Racing Team—John Ellis

12 October 2005

Power of the Past—Maurice Emmerson

19 October 2005

Committee meeting

9 November 2005

Push button automatics - Chris Howes

14 December 2005

Christmas Party

CLUB RUNS / EVENTS

17 July 2005

Cudlee Creek Zoo - Bob & Donna Bermingham

14 August 2005

Barossa and Aviation Museum - Trevor & Lorraine Beythien

11 September 2005

TBA - Dave and Gaye Aylett

9 October 2005

Balaklava Museum — Norma Schopp

29 October 2005

Annual Dinner at Athelstone Football Club—Judy Hart / Chris Howes

20 November 2005

CCC Run

11 December 2005

Christmas Picnic—Neill & Joan Wormald

INVITATION/OTHER CLUBS' EVENTS

7 August 2005

Lunch at White Horse Inn, Bolivar with Maitland Auto Preservation Society.

20 — 28 August 2005

Alice Springs Run - Dick & Judy Hart

25 September 2005

Bay to Birdwood Classic

26 September 2005

Gepps Cross Drive-In (*Cruising Classics Event*)

28 September 2005

Port Adelaide Run (CRCA organised Cruising Classics Event)

2 October 2005

KI Motorfest—American River

22-23 October 2005

Country Music Campout at Bindmurga Station — Judy Hart

SWAP MEETS

31 July 2005

Angle Park Greyhound Track

21 August 2005

Willunga—Lions Reserve Binney Road

18 September 2005

Gawler Trotting Track

6,7,8 October 2005

Broken Hill

16 October 2005

Strathalbyn Race Track

12-13 November 2005

Bendigo

Entry Forms etc

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

Welcome to New Members

Mrs Philis Davis
Gawler East

1928 Dodge Senior Six

Dale Goldsmith
West Lakes

Kenneth & Dorothy Griffiths 53/54 Dodge truck
Largs Bay

1963 Dodge Limousine
1963 Dodge Convertible

John & Barbara James
Strathalbyn

1969 MGB

Bryce & Bernice Matthews
Montville Qld

1933 Chrysler

Graham & Caroline Downes
Gawler

1946 Dodge

The 1973 VJ Valiant sedan of Chip Thomas was photographed at the 2005 Pub Lunch run organised by Ross Fleming. Photo Richard Tapp

Cover Photo

COMING EVENTS

Gorge Wildlife Park — Cudlee Creek

Sunday, 17 July 2005

For those of you who have not been there before, the Gorge Wildlife Park is on a 14 acre property with some 50 different species of animals and 160 different types of bird life.

There is a grassed picnic area, a sheltered area with rustic bench and table settings and 4 FREE to

use large BBQ's. Plus another under cover area with plastic table and chairs.

You can take a picnic lunch or use the BBQ facilities. There is also a kiosk for take away foods, drinks, ice creams etc, and a souvenir shop.

Assuming there are twenty or more members the entry fee will

be \$9 adults and \$5 children.

Meet at the L.J Lewis Reserve Car Park, 10.00 am for an approximate 10.30 am start Entrance is on Grand Junction Road, Walkley Heights just before the Yatala Prison. UBD reference is map 94 - P7.

Bob Birmingham
8280 9904

Tour Barossa and Visit Aviation Museum

Sunday August 14th

Meet at Carisbrook Park, Main North Road, Salisbury at 9.00 am for 9.30 am start.

Travel to the Barossa with a Morning Tea stop at the Lyndoch Bakery where you can either purchase from the Bakery or have a BYO in the park opposite.

We will then tour through some of the Barossa to the Greenock

Aviation Museum which has several aircraft and engines and the largest collection of 1/72 scale model aircraft on display in Australasia. There is also a Gift and Craft Shop for the girls with many Barossa Wares available.

BBQ Lunch will be supplied - Sausages and Hamburgers with choice of 4 salads plus tea & coffee.

Cost of admission to museum

including lunch will be Adults \$10 Children \$4 .

There is plenty of cover if it is raining with some seating and tables. BYO drinks & glasses.

If you would like to go please advise and pay Lorraine in advance by the Club Meeting on the 11th August.

Trevor & Lorraine Beythien
8449 8905

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
8337 7887

Annual Dinner

Saturday, 29 October 2005

The Annual Dinner will be held at the Athelstone Football Club, 150 George Street, Paradise on Saturday 29th October 2005 at 7.00 p.m.

I anticipate that the cost will be \$18 - \$19 per head. I can recommend the food and it is



always a fun night, so put it in your diary NOW!!

Lets get as many to the dinner as we do to the Pub Lunch. If you need any more information please ring.

Judy Hart
8337 7997

FROM THE COMMITTEE

President's Message

On the 18 May the Committee met to plan events & speakers, which has now been completed to December 2005. The Committee also agreed to recommend that General Meeting should commence at 7.45 pm so as from the July 2005 meeting 7.45 pm will be the start time. A lot of things happen before the meeting starts and one person I would like to thank for his help is Ron Hincks, who has for many years placed the chairs often on his own. I know Ron would be glad of your help if you were able to arrive earlier and give him a hand.

With this edition of the Chrysler Collector you will receive the latest bi-annual Register of members, vehicles, restoration services directory, and for the first time the list of club tools held at Chris Howes' home. As Chris said at the last meeting you should check before doing a job to see if any of the tools would help with your job as he belatedly found out after not using the transmission cradle. Thanks to Judy Hart and Richard Tapp who have done a lot of work to prepare the 2005 Register.

CRCA NSW Branch has advised us that we can now use the word CHRYSLER on the club logo, however we decided not to use the new logo that NSW have chosen. Lorraine Beythien has arranged, free of cost, for our supplier of club

logos to change the present logo so that in future CHRYSLER will be in the logo across the rosette and wings.

The events over the last two months have been good and if you have not been on a club event you should really make an effort. Old Tailem Town was better than expected, good weather and being allowed to park in the streets of Old Tailem Town certainly added atmosphere. An event organized by the Purdis with panache. Then Kernewek Lowender and from reports the weather was the best for years and everyone enjoyed themselves, once again Norma Schopp had excelled herself.

June 18, the day before the Pub Lunch was horrific, heavy rain and cold, would the 140 people come, who said they would go to Middleton? The next day was cold but no rain and we think 130 odd turned up for a good lunch in very pleasant surroundings. Steve Lovell's 1925 Chrysler tourer was the oldest "old car" to participate, well done Steve and Ross Fleming - how do you do it? Pick the right day and get a crowd of people to drive antique cars to a lunch at approx. 85 kms. from Adelaide. Ross many thanks for the time and effort you must put into making your selection.

Ken Barnes

Secretary's Jottings

This time last year Lorraine Beythien introduced a new line of jackets and club shirts, so some of those jackets should now be in use with winter finally arriving.

With the year hardly started (or so it seems), we now find we are in the back half of the year already and winding down to the next Annual Dinner in October. A large number of Club members attended the recent South East Saunter, which attracted a goodly number of entrants from Clubs throughout Adelaide and SA country areas. The event was well run and enjoyed by all

The next event to attract a large number of Club members will be Judy Hart's Alice Springs trip for the Anniversary of the Hall of Fame Transport Museum at Alice Springs. I hope I got that name correct! Spare wheels, CB's and all sorts of bits and pieces (spares!) will be found tucked away in the cars taking part in this

run! We wish them all well, with a good and safe trip both there and return!

Norma Schopp once again organised the accommodation for this years Kernewek Lowender, which provide an excellent day for the Cavalcade of Cars on the Sunday. No doubt, much fun was had by those who attended the weekend. The Sunday really is a good day, and is often said by many to be on a parallel with the Bay to Birdwood, but not as expensive to enter!

As per last year, the Club still continues grow, with all manner of vehicles coming out of the woodwork. Be nice to See Kenny Dart get his Kingsway mobile in the future.

I reckon I have said enough for now, so until the next time, see you later.

Ross Fleming

Editorial

CONTRIBUTORS

This issue comes to you courtesy of Ken Barnes, Chris Howes, Judy Hart, Bob Bermingham, Trevor and Lorraine Beythien, Ross Fleming, Wayne Bartlett, Margaret Crouch, Tony Frizell and Ken Griffiths.

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

Richard Tapp

WEBSITE STATISTICS

	May 2005	June 2005
Visits	614	575
Pages	938	1444
Megabytes	402	543

CLUB NEWS

Snippets

Logo change

Chrysler Australia has withdrawn the previous prohibition on our using the word Chrysler within the club logo. Future embroidered garments will have the new badge. In due course the magazine cover will be updated — maybe this issue!

www.chrysler.com.au

Chrysler Australia has placed a link

to our website on their website. From www.chrysler.com.au choose Chrysler Owners and then Chrysler Clubs.

Forum

Our web hosting service provides us with online forum facilities. Chris Howes and I have configured a test forum but suspect that we may be better served by supporting an

existing forum which will have a large searchable database of already answered questions and answers.

Our initial candidate is the forum hosted by www.allpar.com which covers not only traditional Mopars but also AMC, Rootes and Simca vehicles). I have added a link to their vehicle forums to our website.

Richard Tapp

Sticky beak Sheet — Brenton Gibb

Organised by VP Wayne Bartlett

Member's Name and Car or Cars

Brenton Gibb. 1972 Charger XL, 1971 VG Valiant Hardtop 770 (half owner) and 1971 Charger 770 (half owner)

What led to your interest in the Chrysler product?

Family owned a Chrysler Dealership. Rode in a variety of new Chryslers throughout my lifetime.

How did you find out about the club?

Several years ago at the Adelaide Motor Show

Did you know someone in the club? If so, who?

Yes

What year did you join?

2003.

What came first – the car or the club?

The car by 27 years.

Where and how did you find your car?

Was traded in on a new charger in 1976. Second car traded in 2000.

Did it need restoring or was it already done?

Was only 4 years old at the time. Restoration not needed. Second car was a 3 year restoration with father (Lindsay Gibb). 2 more vehicles to go.

Did any members have provide help with your restoration? If so,

who and what?

No

Do you have a story that may have won you a disaster award? (Any stuff up will do ...)

No.

Do you enjoy going to club meetings? Why?

Yes. Interesting group of members and guest speakers. (Also I need male company, living in a house full of 4 females.)

What is your ambition in the club?

To go on as many club runs as I can. (It is the only time I get to drive the cars.)

Have you any story that needs to be told about another member? (Don't let the truth or facts get in the way of a good story!)

Sold Wayne Bartlett a VC Valiant sedan which ultimately led to him joining the club.

Do you think that you will ever find that elusive part at a swap meet so you won't ever have to go to a swap meet again?

Can never have too many spares, because if you have them you will never need them

What have been some of the highlights of being in the club?

The interesting runs available in our own back yard.

Do you enjoy club runs? Do you have any suggestions for future runs?

Yes

For the Ladies

What were your thoughts when your man said I want an old car to play with and put it where you thought the paving, pergola and BBQ should be?

It is OK at the moment because they have a large workshop that is full of hobby cars. I guess it will be a different story if they ever sell up and need to bring them home. It will be goodbye to my lovely shade house. But on the positive side it keeps him out from under my feet!

Has his effort been worth it?

Yes, they did a fantastic job on the VG Valiant. It looks a million dollars. The Charger has always looked good and never needed restoration.

Do you think that he will ever find that last part on eBay or at a swap meet?

No, because they just like to look around for a "just in case" part. There will always be another part needed sometime.

Any other information that you may like to share?

It's good to see him involved with something that he enjoys. He needs an interest away from work even if it is still playing with cars its for a different reason; restoring and keeping instead of repairing to sell.

PAST EVENTS

Old Tailem Town

Sunday 1 May 2005

Well, here we go again with another great club run that was really, really, worth going on. However the day didn't start off too well for the Bermingham family as our alarm clock (Donna) had a malfunction, she slept in!!!

I woke up to the screams of "Bob, Bob, we've slept in its bloody ten past eight, what time do we have to be there"? From there it was pure chaos. The 3 of us were running around getting showered and dressed, and trying to pack the picnic bags and having toast and coffee on the run.

By 9.05 am we were on our way and only caught about 3 traffic lights between Burton and the Toll Gate. We arrived just as the last few cars and the Valiant guys were about to leave. A quick hello grabbed our run sheet and tagged on.

At this stage I would like to say that there are people who can write a run sheet. Then, there are those of us who can read them, and those of us who interpret what they think they are reading, ha, ha. It was like comedy capers seeing different groups of cars going in different directions.

The weather didn't look too promising as it was a little gloomy when we left home and it looked like it was going to rain. However as we got closer to Old Tailem Town the weather was so much better and turned out to be a very nice day.

Eventually we all seemed to find our way to Old Tailem Town one way or another and had a good laugh about it when we arrived at the complex. I don't know how many times I have driven past Old Tailem Town and said I must go there one day and have a look. I'm

glad I finally did as it was well worth the wait.

After paying our entry fee of \$13 we were allowed to take our cars into the township and park in the streets. I'm not sure how many cars were on the run but about 12 or 13 cars joined us in what appeared to be the main street. We parked on both sides of the street outside the various shops. Others parked their cars near the BBQ at the hall and some of the other side streets.

Like most, I was out with the old digital camera and took some pictures of the cars, buildings and members in the street before we decided to set up our tables and chairs. A group of us joined our picnic tables together in the middle of the street and others set up in between the cars.

Some members went sight seeing but our group decided to have our lunch and look around the township later. It was so nice sitting there in the warm sunshine with my family and friends listening to each others stories. Its funny how we had all grown up at different times and in places, yet

we recognised things we grew up with at some stage in our lives.

After lunch we packed up and went down to the old picture theatre on the corner. We watched an old movie about the different modes of transport at the turn of the century. It was really interesting and informative. After the movie we strolled around the streets taking photos and looking at the various exhibits. Who didn't pull the rope in the morgue and reveal the corpse???

How can I describe what we were experiencing to those who weren't there? Can you imagine you and some fellow enthusiasts travelling all over the country side dismantling around 90 various types of shops, homes and buildings? Then be silly enough to rebuild them in this empty paddock outside Tailem Bend and create a town like situation with streets, wooden footpaths and lighting etc.

Most of the buildings were from the turn of the century through to the 50's. They were stocked with memorabilia that you would have



PAST EVENTS

Old Tailem Town (ctd)



seen in the shops or buildings of their particular era in which they were from. On the out skirts of the township there were some old farm houses and out buildings.

Some were made of mud and stones and others were made of corrugated iron and wood. There was a really old one that was made from logs and mud with a straw type roof. The furniture inside was really rustic. The table was split timber and held together with wire and hard wood nails. Food and meat safes were made from old

kerosene tins. A Y shaped branch propped against the wall with a Hessian bag slung between the forked areas was used as a seat.

There's even a railway station with carriages plus a post office, church with its own cemetery and tombstones. There are lots of other little shops and businesses such as the printer, blacksmith, bakery, butcher, barber, dentist, chemist, haberdashery, garages and even an old wrecking yard. There was so much to see and I'm sure I've left heaps out, but I think you get an

idea of what I'm trying to explain. The owner gets around on an old bike to keep an eye on things and make sure everyone is enjoying themselves. This place is a real credit to him and those who took the time and effort to build something like this. It's a real shame that in hind sight it wasn't built closer to Adelaide where it would receive more attention from the public.

The host had included free tea, coffee and biscuits for the members which I thought topped the day off just nicely. As we were walking back to our cars the sun was slowly disappearing behind the trees. Ken and his family were about to pull stumps and most of the other members were doing the same or had already gone.

A nice easy cruise back to Adelaide and a lovely Chinese dinner with some our friends finished off a really great day. I'm sure those who did go enjoyed it as much as we did.

Bob Bermingham

Pics by Bob Bermingham & Brian Kerton



PAST EVENTS

Kernewek Lowender 2005

14 - 16 May 05

Well here I go again, with another first for Donna and myself. I couldn't resist putting my hand up when Norma asked if anyone wanted one of the executive suites at the Moonta Caravan Park.

I heard so much about the Kernewek Lowender Cavalcade of Cars that I thought it would be a good time for Donna to have a break and also see what it was all about. I realized after receiving my entry form and reading the attached paperwork it was more than just about cars.

The Kernewek Lowender is in its 32nd year and is held every two years for over the week prior to and includes the Adelaide Cup long weekend. Kadina, Wallaroo and Moonta, form what is known as the copper triangle where the event takes place.

Over the last 32 years each town has their own day of celebrations. However the "Cavalcade" takes in all three

towns plus Port Hughes on the Sunday. That's enough history lessons for now, I'll fill you in on some of the other events we went too as we go.

Probably the funniest thing relating to the weekend was what happened before the long weekend. Brian and Sharalyn Kerton offered to stay with us and share the costs of the unit. So I rang the caravan park to confirm the extra costs and if the units were the brick ones overlooking the bay.

The woman seemed a little vague as she was new, so I asked Norma, "Are we staying at the Northern caravan park near the new marina or the one by the jetty"? It turned out I had been phoning the wrong caravan park, Ha, Ha. I was phoning the Wallaroo Caravan Park instead of the Moonta Caravan Park. No prize for what Norma said.

Okay here we go. We left on the Friday afternoon and arrived at Moonta around 3.45 pm. I had another good laugh with the

owners reliving the caravan park mix up and picked up the keys. WOW!! What can I say about their "Executive Units" other than they would be the guide lines for a 5 star unit.

Our unit was so impressive with its high timber ceilings, contrasting cupboards and modern décor. The large open spaced family/meals/kitchen, areas included remote control TV and split system reverse cycle A/C. A dish washer, glass topped stove and microwave plus complimentary tea, coffee, sugar and milk.

The matching Jacquard drapes, bed spreads, towels and mirrored robes gave it that hotel feeling and was topped off with a 2 person spa bath. I/ we can highly recommend these units to anyone who has that special moment they would want to spend with a loved one. (Maybe I should send a copy of this to the owners for a freebee?)

After we settled in and had a nice hot cuppa we went for a



PAST EVENTS

Kernewek Lowender 2005 (ctd)

drive around the park to say hello to the other members. We caught up with most of them on the lower level where they had erected the club tent overlooking the ocean. Norma made us feel so welcome and introduced us to all who were there. Too many to mention but you know who you were.

Some of the members were still arriving or like the Buxallens were attempting to erect their tents. Sounds familiar hey Michael? Ha, ha, ha. Norma asked us to come back later for the happy hour, some of the guys had already started. Unfortunately we had already made dinner arrangements at the Moonta Hotel where we had a lovely dinner and a flutter on the pokies which paid for our dinner.

Saturday morning wasn't a really nice day as it had rained over night and it was still raining and overcast. I rang Brian and told him to give me a call when he's at Paskeville so we could arrange a place to meet. Donna and I decided to go into Kadina as most of the activities were on or near the Victoria Square.

Unfortunately we missed the street parade while we were trying to find a car park. Well, there wasn't a whole lot to get excited about unless you enjoy the proverbial side shows and food outlets you see at most venues plus a scattering of stalls. Then, there was the brass band trying to compete with the loud speaker system playing Cornish music.

Oh and lets not forget the Miss

Cornish Festival Queen event made up of what appeared to be the daughters of the major traders in the area. Maybe it wasn't all that bad, and maybe I was influenced by the bad weather and my poor old back that was really giving me curry.

Jingle bells, jingle bells, jingle all the way!!!!!!! Uh, oh, that's my mobile ringing and it's Brian telling me he's almost at the Paskeville turnoff. As we were still in Kadina it made sense to meet us there and they could have some lunch and a coffee. They eventually found a car park and joined us to watch the May Pole Dancers. Cornish pasties were the order of the day for all ages.

Isn't it funny how you meet old friends from your past in strange places? I ran into Glenn Dix (Rowley Park, Speedway Park & Grand Prix flag man) and Shirley Moyle who I knew from my speedway racing days at the coffee shop. They were holidaying in Darwin and Glen came down especially to flag each and every vehicle off on Sunday and then they'll go back and finish their holidays.

As it was still raining and getting worse we

all decided to head back to the caravan park. Sharalyn and Brian were as surprised as we were with the unit and couldn't believe how nice it was and were so happy they came. We had never shared a unit with them before so this was going to be a new experience for all of us. The rain cleared up so we decided to go for a walk and say hello to the others at the club tent on the fore shore.

If you don't mind spending a dollar and enjoy food at its finest then I/we all highly recommend the Patio Motel Restaurant that over looks the ocean. Donna and I have dined there on a number of previous occasions and never been disappointed. Every course was a new and exciting experience to the taste buds and was worth every penny.



PAST EVENTS

Kernewek Lowender 2005 (ctd)

Brian prepared us for an early rise for the next morning as it's first in best dressed and they were expecting around 700 or more cars and motor cycles. We were in Moonta and the Cavalcade is in Wallaroo and starts at the Ausbulk Marshalling yards. So Sunday morning we were all up and showered by 7 am and by the time Sharalyn got her face on we were gone by 8.15 am. We arrived at the Marshalling yards around 8.45 am and were in the middle of the 4th row about the 300th car. This was truly a new experience and what a beautiful day it turned out to be.

Some people arrive in the early hours and sleep there so they get in the first row near the front. We needed to register and pick up our goodies back which

included a metal plaque. Brian headed for his second breakfast at the proverbial hamburger and sausage stand. There were so many different cars to look at on the way up and back and people to chat too.

At 10 am it was time to move out. Each vehicle was waved off by Glen with his chequered flag waving antics as the announcer was describing each vehicle as they filed past. Down around the coastal road and under the conveyor and when we reached the bakery it was wall to wall people cheering us on as we drove past.

People of all different ages and nationalities were there waving banners and blowing their horns and some were even eating their breakfast. Wow what an

experience!! Up and down all the different side streets of Wallaroo and soaking in the atmosphere. We were beeping and waving and started to get into the feel of the whole thing.

From Wallaroo we continued onto Moonta and there were more people all the way along the open road trying to get the best vantage point. Same again when we drove around Moonta and onto Pt Hughes and let me tell you the old arms were getting really, really, tired and the voices were starting to get raspy. By this time people were firing up their BBQ'S out the front on the footpaths. Back through Moonta and onto Kadina.

By the time we reached Kadina oval we were completely hoarse



PAST EVENTS

Kernewek Lowender 2005 (ctd)

our arms were sore and we were as hungry a bear out of hibernation. Some people dropped out of the cavalcade along the way to join their friends and relatives. As the cars arrived at the Kadina Oval we were formed in rows around the oval.

It was time to set up the table and chairs while the ladies had a pit stop. While we were eating there were still cars arriving.

There were a couple of helicopters there which only cost \$20 per person. Sharalyn has always wanted to go on one and so had Donna they joined the cue and had an experience of a lifetime. Fortunately Brian didn't leave his camera in the cabin so the girls got some really good pictures and so did Brian. We had dinner at the Wallaroo Hotel mine wasn't that nice but the others enjoyed theirs.

Monday morning came around way too fast and headed home around 10 am. The police were redirecting the traffic by the Shell servo at Port Wakefield so we decided to stay there and have a coffee hoping they would reopen the highway. Unfortunately there was a major accident before the duel road where two teenagers were killed in a head on. We had to take a huge detour via Balaklava, Mallala and back on the highway at Two Wells.

It was a great weekend away and I will definitely do it again. The company was great and the food was too. We did some sight seeing around the old mines etc, that I forgot to mention, and next time I'll allow for the happy hour. Hope you like it too cheers, ((*.~))

Bob Birmingham

All photographs Brian and Sharalyn Kerton. [I hope they reproduce well—the originals were excellent—Ed]



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

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

Pub Lunch 2005

19 June 2005

Herewith a 10,000 word report on the pub lunch. (Remember, a picture is worth 1,000 words.)

Below we have Lester and Barbara Kennedy's 1959 AP2 model

Chrysler Royal, A Chrysler Cordoba that is not yet in our register of vehicles (you didn't think that I knew all these cars by sight did you?) and Gil and Christine Purdie's 1999 Jeep Cherokee Grand Laredo.

I won't even attempt to name the people in the photos, other than to acknowledge our esteemed Pub Lunch organiser extraordinaire Ross Fleming in the photo below—with Peggy, David and Jenny Fleming.

All photos Richard Tapp



PAST EVENTS

Pub Lunch 2005 (ctd)



South East Saunter — A Poetic Perspective

SAUNTERING THROUGH THE SOUTH-EAST

APRIL 2005

By Margaret Crouch

Now is the hour when we must say goodbye
The fact that we're parting brings tears to our eyes.
New friends we've made along the way
To laugh and joke throughout each day.

Many thanks must go to the RAA boys
Who assist our boys with their expensive toys.
With nuts and bolts and screws to tighten
And lots of good stories in which to enlighten.

With plenty of beer and wine on the trip
It is now homeward bound - to have but a sip!!!!
Plenty of samples purchased along the way
To share with our friends on another day.

Each day upon waking - jumping out of bed
Off to have breakfast - making sure we're fed.

Then off to the boot - to get the rag
To polish and shine the old dear so's to brag!!!

Shiny and clean as a sparkling pin
Our pride and joy is ready on a trip or a whim.
To enjoy the hours and miles as they pass
To sit back and relax - so great, at last.

Many a town we have driven through
With the girls all checking a shop or two.
A bakery is sought - and is quickly found
The result of which - we've gained a pound.

So many thanks go to Joy and Bill too
As well as Arthur and Nola and all they've been through..
For - without their planning over the past two years
No saunter could happen with all the good cheers.

So - raise your glasses and drink to them all
For allowing us to have such a hell of a ball.
A thank you we say - from all of us
From the bottom of our hearts - next trip is a MUST.

RESTORATION STORY

Chris Howes 1934 CB Chrysler

The story begins with "eagle eyes" Graham Bailey spotting a rusty relic in a farmer's shed at a place called Rankin Springs back in 1999. Now for those of you not familiar with Rankin Springs it's about halfway to nowhere in western New South Wales.

Being a curious fellow (in the nicest sense) Graham decided to investigate and discovered it was a Chrysler like he had never seen before; he came away with a photo and brought it to a club meeting where it didn't raise much excitement at all.

I was intrigued however, and to cut a long story short, six months later sailed off into the unknown with Graham, four wheel drive and car trailer. We happened to pick the hottest day of the year and travelled by night, reaching the Rankin Springs property early in the morning.

My first thoughts on viewing the vehicle was that it wasn't a Chrysler at all; on closer inspection however I discovered a tiny Chrysler badge on the radiator surround. As the vehicle was relatively intact I decided there and then to load it on the trailer and bring it home. (*Photo below and top left opposite page*)

Having got it home I set to researching its origins, and although there wasn't a lot of information available, it turned out I now possessed a 1934 CB Chrysler Town Sedan. (*Photo top right opposite*)

Further research revealed that this was a very low volume vehicle with only 950 of them being built. I have since discovered that there are only 3 or 4 others in the country and very few of them in the USA; if any of you readers out there can enlighten me further, I

would be most grateful.

Now that it is home in the shed I have embarked on a long and arduous restoration project. With so few of them about, parts and information are hard to come by. You can imagine my surprise when Gil Purdie called me one evening to say he thought he knew where there was another one. One thing led to another and you guessed it I now have TWO.

With the help of Club members David Crichton, Noel Cowie, Greg Newley and his son Brett we recently mounted an expedition to Southern New South Wales to pick up number 2. (*Lower photos opposite*)

These photos will show that number 2 is much worse for wear than the first car; never the less it has quite a few usable parts and with CB's so thin on the ground



RESTORATION STORY

Chris Howes 1934 CB Chrysler (ctd)



one cannot pass up any opportunity. *[Listening Cathy? - Ed]*

Where to from here? Well it's a continuation of a long and arduous project. So watch this space for more instalments but be patient it could take a while.

Chris Howes

All photos supplied by Chris Howes



WALTER P. CHRYSLER MUSEUM

Dodge Legends Exhibit

Walter P. Chrysler Museum's 'Dodge Legends' Exhibit Celebrates the All-New Charger's Bold Heritage Thursday April 21, 11:08 am ET

AUBURN HILLS, Mich., April 21 / PRNewswire-FirstCall/ -- The bold automotive heritage that was launched with the Dodge Brothers first touring car in 1915, and lives on in the all-new 2006 Dodge Charger, is showcased in "Dodge Legends," a special exhibition running May 24 - Aug. 21 at the Walter P. Chrysler Museum in Auburn Hills, Mich.

Celebrating more than eight decades of automotive engineering and design excellence, "Dodge Legends" features 19 significant vehicles that build on the brand's early reputation for unprecedented dependability to also embrace the tough, fast, powerful and street-smart image it revels in today.

These bold characteristics converge in the new 2006 Dodge Charger. "Dodge Legends" heralds the introduction of the new Charger, which provides exactly what performance enthusiasts want in an American muscle sedan: more power, world-class ride and handling, benchmark braking, functional and aggressive-looking exterior enhancements and a race-inspired interior.

Among the other exhibition vehicles that spotlight Dodge heritage are:

- * 1996 Dodge Viper GTS -- The original Viper roadster was tapped as the Indianapolis 500 pace car in 1991. The introduction of the GTS version resulted in a second pace car appearance just five years later.

- * 1970 Dodge Challenger T/A -- In 1966 the Sports Car Club of America created the Trans-American road racing series for "production small sedans" and GM and Ford eagerly showcased their "pony cars." With the debut of the Challenger, Dodge's first pony car, and the third generation Barracuda, Chrysler also entered Trans-Am racing.

- * 1968 Dodge Charger -- Completely restyled from previous models, this Charger became known as the "Coke bottle" design -- featuring a new roof line and hidden headlights.

- * 1956 Dodge Royal Lancer D-500 -- The D-500 was a pivotal car for Dodge,

and marked the brand's transition from conservative family vehicles to absolute race-ready performance cars, making Dodge a serious contender in NASCAR, forever transforming Dodge's image.

- * 1939 Dodge Town Coupe -- Dodge celebrated its 25th anniversary with the introduction of this vehicle with all-new styling, evoking the glamour of ocean travel by dubbing them "Luxury Liners."

- * 1929 Dodge Senior Six Roadster -- The first full year of Chrysler Corporation ownership of Dodge Brothers resulted in the elevation of the company's Senior models to a level of luxury not seen in any previous Dodge vehicles. An important engineering feature of 1929 Dodge vehicles was the industry's first downdraft carburetion system to enter mass production, creating higher horsepower and easier starting.

- * 1915 Dodge Brothers Touring Car -- The oldest car in the exhibition heralds the Dodge Brothers conversion from the world's largest supplier of automobile parts to manufacturers of their own car. It was met with such enthusiastic success that the Dodge Brothers became the third largest manufacturer of cars in their first full year of business.

"Dodge Legends" also offers a perspective of many aspects of Dodge lore and legend:

- * The Dodge Brothers launched their car with an innovative advertising campaign that became a classic. Legendary adman Theodore McManus simply rented billboards across the country. On them first appeared the words "Dodge Brothers." After time had elapsed, sign painters returned to add "Motor Cars" as the next line. After another curiosity-building interval they returned to add the final line: "Dependable." The campaign brilliantly capitalized on the Dodges' fame as suppliers of Model T mechanical parts, and generated intense public interest. The cars backed it up.

- * The Dodge Brothers never tried to sell cars based on top speed; their first car "chugged" out of their plant in 1914 with an engine whose basic design

lasted until 1928. But they built a durable car and drive train, and that made Dodge cars suitable for racing, especially rough and tumble dirt track racing. By the 1920s Dodge vehicles -- some fitted with special 16-valve overhead cam cylinder heads sold by makers of racing equipment -- were a familiar and successful fixture on dirt tracks.

- * Dodge cars remained "dependable" and, by extension, practical into the 1950s when American affluence made "practical" obsolete in the U.S. market. Virgil Exner revamped Dodge's fusty styling for 1954 and Dodge's version of Chrysler's HEMI V-8 -- dubbed the "Red Ram" -- also became available. Dodge's suddenly sporty image led to its first Indianapolis 500 pace car. Soon Dodge was selling its own version of the Chrysler 300, the D-500. From there NASCAR, drag racing and, ultimately, Vipers running at Le Mans, were part of the Dodge image.

The 55,000 square foot Walter P. Chrysler Museum is on DaimlerChrysler's Auburn Hills, Mich. complex. The Museum offers three stories of more than 65 vintage, classic, muscle and concept vehicles interspersed with interactive displays and historical exhibits. The Museum also features a 125-seat movie theater highlighting three continuously running short films and a gift shop brimming with exclusive and hard-to-find scale models and collectibles.

The Walter P. Chrysler Museum is located at Featherstone and Squirrel Roads and is accessible from I-75 at exit 78.

Museum admission is \$6 for adults and \$3 for seniors and children 6 - 12. Admission for children five and younger is free and group rates are available. There is no additional charge for "Dodge Legends."

The Museum is open 10 a.m. - 6 p.m. Tuesday - Saturday and noon - 6 p.m. Sunday.

Visit the Museum's Web site at <http://www.chryslerheritage.com> or call 888-456-1924 for further information.

**Source: Chrysler Group;
Walter P. Chrysler Museum**

HUMOUR

Rules for Collecting Dodges

This article was sourced from the Sand Diego Volvo Sports America club website www.sdvsa.org — but they got it from the Australian Volvo 1800/120 Club's newsletter. I don't know where they got it from. It may have been from Geoff Chase's next door neighbour. Why would a Volvo club be writing about Dodges? Well, Volvo and Dodge contain the same number of letters — I just translated the Swedish into Strine.

Richard Tapp

RULES FOR COLLECTING DODGES

We have got a number of members who own more than one vehicle. Some are real collectors. To help them with their hobby, here is some advice. Please do not show this page to your spouse!

RULE 1.

Collect only one make and model of Dodge. Nothing but Dodge 4s for example. When all your Dodges are the same colour and shape, it's harder if not impossible for your spouse to figure out how many Dodges you actually have.

RULE 2.

Never line up your Dodges, ever! Nothing distresses a difficult spouse more than seeing twelve old Dodges lined up, looking for all the world like a pile of burning hundred dollar bills. Scatter the Dodges around, a couple behind the garage, one or two in the garage, another beside the garage, maybe a couple at a friends house, so that it is not possible for anyone (if you know what I mean) to see more than two or three from any one perspective. Your hobby will be less 'irritating' that way.

RULE 3.

For pretty much the reason, don't number your Dodges, give them names. You'd be surprised how much less trouble you will have if you talk about "George" rather than 216122.

RULE 4.

Early in your collecting, buy a Dodge you don't want. Then sell it as quickly as you can. Don't worry about making any money on the transaction, the main thing is to buy a Dodge and get rid of it. Then you can say, "Yes my sweet, I do have six Dodges in the garage while our car is out in the weather. That doesn't mean I will always have six Dodges. Remember the one I got rid of? I'm thinking of selling another one any day now, so we can put our car in the garage."

If you have a friend who collects Dodges make arrangements for him to drop off a Dodge now and again. That way you can say, if anyone asks, that you bought it. Then have him haul it off again and say you sold it. With this system you establish your reputation for moderation.

RULE 5.

Pay for your Dodges with bank cheques, or cash which leaves far less evidence than cheques drawn on the family account. Once you have taken possession of another Dodge and paid for it, eat the stubs, carbon copies or receipts immediately. Such things have a way of becoming an embarrassment later; take it from me!

RULE 6.

Now and then buy a wreck for 'parts' even if you don't need the parts. In fact you might consider hauling a wreck or two on the same trailer or truck, whenever you haul home a good Dodge. This is called "liability averaging". If your significant other says something about having enough money for yet another Dodge, but not enough for a new refrigerator, point indignantly to the Dodges on the trailer - the beautiful one, solid and in running condition for which you paid \$2,500 and the rusted hulks you got for \$50 each. Then huff, "I got those for

little more than \$500." Doesn't that make you sound like an investment wizard?

RULE 7.

When things get critical, consider dragging home a Dodge without transmission or rear wheels. If there's a complaint, you say, "Dodge? What Dodge? That's not a Dodge! That's only a front end, not even close to a Dodge." Then a couple of weeks later bring home a rear end minus the radiator, engine and front wheels. "Dodge? What Dodge? That's not even close to a Dodge!" However, don't try this more than once every couple years!

RULE 8.

Have a dealer or friend call you now and then when you're not at home, and tell your spouse, "Bob told me to keep an eye on the Dodge going at the auction on Saturday but it sold for \$5,000, and I know there's no way a financially cautious and responsible guy like Bob would pay that much, so I didn't make a bid on it for him." Not only will this make you look really good but the next time you buy a Dodge say something like, "Love, this beauty only cost me \$1,000, which means we are \$4,000 ahead of where we would have been, if I'd got the one before. If I keep saving money like this, we'll be able to afford to go on the that Caribbean cruise next winter." If you say if fast enough, it might just work!

RULE 9.

If your mate insults your work calling it "Rustoration," laugh a light hearted laugh, making it clear that Dodges are NOT to you what shoes were to Imelda Marcos.

RULE 10.

If your situation worsens to the point where your mate asks, "Who do you love more, your spouse or your Dodges?" Whatever you do, don't ask for time to think it over!

CHANCE SIGHTING

1929 Plymouth at Stingray Bay

A friend sent me these photos of a "chance sighting" whilst he was holidaying.

Richard Tapp

We were in Warrnambool. The vehicle was parked at "Stingray Bay" and I spoke briefly with the elderly owner.

He had purchased it already restored, some 10 years before.

There was a historic vehicle run there that weekend, with many old vehicles of different makes and vintages in the town.

Tony Frizell

Photos taken with Tony's Canon EOS 300D

Some interesting liberties taken with the restoration appear to be with regard to the radiator, wire wheels, tail lights, rear name badge, bumper bar profile and "six wheel equipment". [Ed]



Another Day in the Life of a Dodge

As I drive across the donga
And from Camooweal up north
I think of inland mission
and how John Flynn set forth.

Been my schoolboy here
Could have loved him for a mate
'praps to travel with him
Just to open any gate.

His confidence in transport
When service there was none
The brands he drove still going
Remembering I drive one.

There's a letter to his father
In nineteen twenty eight
Leaving Longreach for Cloncurry
Be there tomorrow's date.

I'd like to write a little
On a family friend that's true
Ever ready, willing
Whether old or new.

Like most of us Aussies
It likes a lot to drink
Works as hard and willing
Always in the pink.

Lots of grandpas own them
Some had them all their lives
but never met a grandpa
Liked them better than their wives.

You find them in the farm yard
sheds
With straw and rats they make their
beds

Beneath tis dusty coat does lodge
Another faithful Chrysler Dodge.

Ken Griffiths

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 -\$55

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 \$41, 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 \$14

All prices include our emblem embroidered on the article

If you would like to order any of the items at any time please contact

Lorraine Beythien on 8449 8905 for enquiries or an order form. We are able to order any number at any time.



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 ½" 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

1920 Willys Knight with sleeve valve engine and wire spoke wheels, totally original, been stored for past 50 years, hood appears to be in good condition and may be re-useable, numerous spares including 2 engines, 1 gearbox, 5 new tyres and tubes (cost \$2,500), sound radiator and surround, extra wheels. Neil Mills 8385 2245 (or Barry Maslin 8386 2931)

1924 Dodge tourers (two!), complete but need restoration, many spares, Dr John Marshman 8342 0070 [Mallala]

Dodge 4 front axle and parts, Keith Kluske 8525 4092

Sundry vintage car parts, Chev, Studebaker, Buick, Austin, Morris plus unknown! Mechanical and body parts. 8280 7013 (One Tree Hill)

1926 Chrysler 60 tray top utility, new brakes, clutch, radiator and tray top, new restoration, very presentable \$7,000 ono John Webb 8297 5476

1926 Graham Bros 30 cwt truck, last ran 4-5 years ago, stored under cover, complete except for gauges, needs restoration. Geoff Harvey 8267 5337. Stored at Waikerie.

1927(?) Dodge Flying Four, 15 years off road, never restored, chassis OK, body needs some work, Denis 8268 6997 (not Fridays or Saturdays)

1927 Chev truck chassis, diff and rear wheels Les Johnson 8398 2311

1927 Chrysler 52 (rough) and two parts cars, plus 4 cylinder engine parts (02) 4476 1004 or 0417 235 183

1934 Ford truck cab and chassis, sand blasted and reassembled, good project, \$3,000 Gerard 8268 7303

1937 Dodge D5 4 door sedan, burgundy, original conditions, 6 cyl, 216 ci, side valve, 3 speed manual, reliable and runs well, \$13,500 ono, Chris Halabut (03) 9737 0957

1954 Dodge Kingsway Crusader, engine # KEW2P3292, reg SLC-385, \$4,000. Phone Trevor Kramm for more information 8391 0707

1955 Plymouth Belvedere [KEW2PF2528], Powerflite, two tone, 1 owner, 40,122 miles, \$5,000 ono 8387 0419

1957 Dodge 2 door coupe, needs restoration, Chip 0408 827 970

VC Safari wagon, recon motor, body shows all the signs a 40 year old could. Its all there—the scratches, dents, over-spray, rust—no disappointments. But from across the road it looks terrific. Some frontal chrome missing. Drives well, on historic reg [XEU-287]. Drive now, restore later. I need \$2,500 to buy my wife a new bed. Trevor Kelley, 8391 2685 [Blakiston]

VC Safari Automatic, 26,000 genuine miles, beige in original untouched (unrestored) and perfect condition, \$10,000 ono, Scott 042 777 4444 Currumbin Beach (see photo)

VC Valiant service manual, part no. 2791920, good condition "fair wear and tear for age", \$25 ono + postage, Peter Balek 8682 4218 (Pt Lincoln)

VF Regal, complete body shell, straight, minor rust, almost all jewellery, \$350 Frank 0432 673 919

340 engine block \$1,500 Mark 8354 3181 or 0412 759 864

VJ Valiant parts, inlet / exhaust manifold including carb (not cracked)



\$25 ea, radiator (good condition) \$25, starter motor \$15, alternators and more (dirt cheap—want the space), Ron Turner 8382 3982

VJ Valiant parts, right front door skin, left front door skin, near side rear tail light moulding (no lenses), radiator valance (radiator mounting panel behind grill), VK-CL front headlight skin. Prices negotiable, Bill 8349 4252 between 6 pm and 7 pm.

1978 Chrysler Regal CL [SSV-545], 180,000 km, 5.2 litre (318 V8), auto (column shift), tow bar, 6 seater, radio and CB radio, air conditioner, very good condition throughout, collection of spares, serviced regularly, history available, \$2,450, M Wilson, 8572 6063 (Woods Point via Murray Bridge)

1979 Chrysler Sigma, one owner, good condition all round, Fran 8552 2382

1979 Valiant shock absorbers (2) \$50, Brice Andrews 8522 6738

Number Plate, "CHRYSLER". A rare opportunity exists for an investor/enthusiast to purchase all proprietary ownership rights. No annual fee. Club members are being given first opportunity before being advertised in the "Advertiser". \$6,000 o.n.o. Geoff Glynn-Roe. 8264-7264

Model 1972 E49 R/T Chargers, Classic Carlectables Item #18138

Limited edition of 2000 only, Mercury Silver with A66 bonnet and "Big Tank" option, windows wind up and down, seats flip forward., tail shaft rotates with back wheels, hidden button to ease opening the bonnet and boot due to the tight tolerances of panel fitment, highly detailed throughout. Not toys, true collectors items. I have numbers 0009, 0010, 0011 the lowest numbers released for sale, mint in box, never displayed, offers over \$195, Jaf 0409 098 359 or 8242 7149

WANTED

1924 Dodge wiring circuit diagram 0403 005 256

1936 Dodge LH tie rod end and front drag link. Noel Cowie 8270 1829

1948 Chrysler Windsor information, production history, parts availability (hub caps for a start), contacts in Australia. Tony Smith 0403 945 719

Wanted: NOS or used parts for 1954 Dodge Kingsway Coronet. (1) Steering box parts or knowledge of where to obtain (2) R/H/F top and bottom door hinges in good condition (same as Chrysler Royal 1957-60) (3) bumper bar overriders - must be in good condition and suitable for re-chroming (4) Original fuel tank filler clamps (factory ones). (5) "Powerflite" drivers side rubber mat in good condition (mat around 30 X 35 wide) as original fitted to these cars (same as De Soto / Plymouth with automatic). Cash buyer!!! Laurence Delbridge (07) 3814 1242 or mobile 0409 703 386

1954 Dodge Kingsway front stub axles (pair), Stewart Fuchs 8389 9096

1962 Dodge Phoenix dashboard for conversion purposes. Jack Gibb 8586 4477 (Renmark)

AP6 complete steering column for automatic, Ross Bryant, 8277 8220

VC Valiant chrome strips for bonnet and bottom of grille, Trevor Kelley 8391 2685

Body stripe trim for VG hardtop lh and rh sides from rear quarter to front guard, also boot strips as well, Julian, 8384 0667 or 0404 801 649.

VG 770 hardtop tilt handles for seats, both left and right. Chris 0401 897 982

Any parts to suit restoration of Benelli 650 Tornado. Chris 0401 897 982

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