



THE CHRYSLER COLLECTOR

Number 172

September / October 2007

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

President:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice President:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044	ah 8295 2615
Secretary:	Ross Fleming, 1 Good Street, Fulham 5024	8356 9391
Asst. Secretary:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Treasurer:	Alan Driver, 6 Hastings Road, 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:	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
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Run Coordinator:	Brenton Hamilton, 23 Jacqueline Avenue, Woodcroft 5162	8387 0419
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
	Gaye Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
Committee:	Ashley Farrow, 230 Lady Gowrie Drive, Largs North 5016	ah 8341 6661
-	Trevor Browne, 31 Serpentine Road, O'Halloran Hill 5158	ah 8381 1501
-	Bob Bermingham, 7 Hermitage Court, Burton 5110	8280 9904
-	Sandy Martin, 14 Tyson Street, Ashford 5035	8297 8476
-	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093	8263 5416
-	Garry Williams, 11A Wisdom Street, Seaton 5023	8353 0027
-	Rhonda Williams, 11A Wisdom Street, Seaton 5023	8353 0027
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 Assessors:	Dave Aylett, 5 Larkdale Crescent, O'Halloran Hill 5158	ah 8381 9665
<i>South:</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>	Wayne Bartlett, 4 Lana St, Pooraka 5095	bh 0408 829 605 ah 0438 285 807
<i>North:</i>	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
<i>North:</i>	Les Kennedy, 5 Shelley Drive, Paralowie 5108	8258 9594
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168	8386 2931
Catering Coordinator:	Judy Hart, 55 Hallett Avenue, Tranmere 5073	8337 7887
Club Tools held at:	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971

Note that most committee members have e-mail access. You will find their e-mail 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 2 November 2007. Corrections/amendments until Sunday 4 November 2007. 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 preferably 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

12 September 2007

ATM Cards - Christine Howard

10 October 2007

Club meeting

17 October 2007

Committee meeting

14 November 2007

Club meeting

12 December 2007

Club Meeting - Christmas

CLUB RUNS / EVENTS

16 September 2007

Auburn Run - Sandy Martin

14 October 2007

Kites—Sedan

26-28 October 2007

Blanchetown Music Campout

11 November 2007

Breakfast Run - Mawson Lakes

9 December 2007

Christmas Picnic

INVITATION/OTHER CLUBS' EVENTS

28 Sep - 1 Oct 2007

NARC at Pt Hughes

28 Sep - 1 Oct 2007

Kimba & Whyalla V&CCC

Flinders Ranges Rally

30 Sep 2007

Bay to Birdwood Classic

30 Sep - 6 Oct 2007

11th Chrysler National Rally

(ACT) - Brenton Hamilton

3-4 November 2007

Vintage Collingrove Hillclimb,

SCCSA

SWAP MEETS

23 September 2007

Gawler Swap

14 October 2007

Strathalbyn Swap

2007 CHRYSLER NATIONAL RALLY

30 Sep - 6 Oct 2007

Canberra Motor Village. Entries have officially closed, but late entries may be accepted with payment of a late fee.

Brenton Hamilton

8387 0419

Entry Forms etc

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

Historic Registration

How NOT to present your car for inspection ...

It is YOUR responsibility to have located the engine number and taken steps to ensure it is readable by the registrar.

You should NOT expect the registrar to dismantle your car searching for said number. Sorry Dave!

Richard Tapp



New Members

Maxwell & Glenda Burston 1929 De Soto Phaeton
Mt Gambier

Martin Dowsett 1969 VE VIP
Redwood Park

Gene Spear 1963 AP5 Valiant
Welland

Ron & Jan van Rhoda 1949 Rover P3 75
Reynella East 1955 Dodge Royal Lancer coupe
1958 Vauxhall PA Velox
1973 Mercedes 350SL
1974 Jaguar XJ6 LWB

Danny Cardillo 1968 Dodge Charger hardtop
Athelstone

Chris & Tanya Manfield 1956 Holden FJ ute
Gladstone 1973 Holden HQ coupe

Matthew & Kylie Nohlmans 1927 Chrysler
roadster

Huntfield Heights 1927 Chrysler 60 tourer
1961 Dodge Phoenix

David Tapp 1969 Cadillac Eldorado
Riverton 1970 Reliant Scimitar GTE

Cover Photo

Roy and Norma Schopp's 1935 DU Dodge sedan, photographed at the 2005 Pub Lunch at Murray Bridge.
Photograph Richard Tapp

COMING EVENTS

Pub Lunch at Auburn

Sunday, September 16, 2007

A combined run with the MAPS Car Club.

Meet at Carisbrook Park Main North Rd. (opposite the Old Spot Hotel) 9.30 for 10:00 departure, **alternatively** meet at Roseworthy Hotel for 10:30 departure.

Meet at Roseworthy at 10:00 a.m. for 10:30 start.

Lunch at the Rising Sun Hotel at 12 noon.

\$18 a head for soup and roast.

Catch up with friends from the MAPS Club and make time to visit some of the interesting places around Auburn.

Check out the galleries, antique shops, wineries and historical buildings.

A booking sheet will be circulated at the club meetings or enquiries can be made by contacting ...

Sandy Martin
8297 8476.

Go Fly a Kite

Sunday, 14 October 2007

Our run for October is to a Kite Festival in Sedan. It is a day especially designed for children, so bring the kids and the grand-children. Professional kite flyers will be there on the day, but you are welcome to bring your own. There are contingency plans if there is no wind, but they are very

good at flying even in the lightest wind. Entry is free.

There will be face painting among other children's activities, plant and craft stalls, BBQ, Devonshire teas, ice-creams, fully catered and bar facilities.

Meet at the Civic Park car park on Main North East Road, Tea Tree Gully, at 8.30 for a 9.00 start. The

entrance is on the left - through the lights at Reservoir Road, then immediately left after the lights at the Tee Tree Plaza exit road. Any enquiries to:

Judy Hart
8337 7887.

Blanchetown Music Campout

Fri - Sun, 26 - 28 Oct 2007

Bindmurra Station, Blanchetown
Admission - Adults \$25.00 - under 16 free if accompanied by an adult.

Camping from 12 noon Friday to 3 pm

Sunday

Catering: Bar facilities, Burk Salter Wines, steak sandwiches, soft drinks, donuts, tea, coffee and other food available. Camp oven tea on Saturday night.

Inquiries to: Lorna 08 8540 5404, 0412 286 768, slmarkos@riverland.net.au or Judy 08 8540 5183, 0408 839 881, arnoll@activ8.net.au

Judy Hart
8337 7887

Breakfast Run to Mawson Lakes

Sunday, 11 November 2007

Meet and greet at our clubrooms 7.30 am for 8.00. Enjoy the coastal drive north eventually arriving in Port Adelaide. Travel the Port River Expressway cruising through the much publicized wetland, pass by the salt harvesting pans, over the top of Highway One into Mawson Lakes. A

short tour through Technology Park, Mawson Lakes residential area and then to the Hotel where the friendly staff of this modern hotel will provide, for just \$10.90 per head, an "All you can eat smorgasbord" including juice. There is adequate parking close by.

With appetite satisfied it's just a short walk (or drive) to the Planetarium where we sit back and explore the

Wonders of the Universe. Cost is \$5.00 per head, concession and students \$3.50. What a wonderful way to enjoy a short run, good company, good food and be thoroughly entertained. I need firm numbers at the October meeting. More info?

Lindsay Gibb
8281 2330 (Work)

Christmas Picnic

Sunday 9 December 2007

2007's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, near the Darley Road Bridge. Assemble at 10.30 am at the CRC clubrooms for an 11.00 am departure.

Chicken lunch, plates, cutlery, serviettes and Christmas gifts for children under 12 years old will be

provided by CRC. Please bring your own chairs, tables and drinks.

Cost per family is \$10.00 per family or \$5.00 for a single.

Members please bring a large salad or sweets to share.

Father Christmas will visit during the afternoon. There will be a list circulating at the Sept, Oct & Nov meetings. If you don't attend the

meetings please ring with numbers for lunch and children's names and ages to allow time for purchasing & wrapping of gifts. Please let us know all details by 30th November.

Maxine & Malcolm Bean
Home 8349 4030 Work 8260 7060
malmax1@bigpond.com

Gil, Chris & Alison Purdie
Home ph: 8359 0470

FROM THE COMMITTEE

President's Message



The Spring blossoms are out and the Swap Meet season has begun, some of us are in the final throes of setting off to Canberra for the National Rally, others are preparing for the Bay to Birdwood and before we know it Christmas is on the doorstep. One has to wonder if someone isn't messing with the clocks and calendars.

Recent events have seen a group of members and their vehicles participate in the making of a 50s era movie and a photo shoot by Richard Tapp for next years Calendar, so the Club is getting its fair share of publicity. Richard also sent a copy of last years Calendar to the Editor of the Plymouth Bulletin, they were so impressed it featured as a two page layout in their April magazine, well done Richard !!

The Annual Presentation Dinner is on the horizon and this year we have chosen a venue to please the Southern members, a sigh of relief I hear after all those years of trekking to the Northern suburbs. In fact the venue is the Marion Community Centre which is reasonably centred for all suburbs, thanks to Dave and Gaye Aylett for seeking it out as

it has been awkward for some to attend for quite a few years.

We will be passing out Member of the Year vote forms at the September meeting and I would urge you all to fill it out and hand back at the end of the meeting, this will enable us to alleviate a bit of a tight spot in preparing the trophies as the dinner will in fact only be 3 nights after the meeting. For those receiving the form by mail will you please also consider returning it as soon as possible.

Last issue I made mention of the Historic Registration Scheme being under review, to date nothing more has been heard and we can only wait to see what develops. Perhaps it is timely for me to remind you all, that if you are using a vehicle under this scheme there are certain obligations we are obliged to operate under, in particular :

- Log book to be filled out daily before commencing a journey;
- Vehicle must be recorded with Club registrars;
- No commercial use of vehicles registered under this scheme

I have heard some disturbing tales recently of people who are

not operating within the regulations, if you are caught you not only forfeit your rights to continue using the scheme you also bring discredit to the Club and potentially expose the Club to be barred from participating as well, not something you would want on your conscience. I personally would not hesitate to alert the authorities if I encountered someone abusing our privileges.

Congratulations to Garry and Rhonda Williams in arranging their first club run; the outing to the Military Museum and restoration workshop was quite an eye opener many of their projects are simply mind boggling when compared to ours. Sandy Martin has been hard at work organizing our next run, to lunch with the Maitland club at Auburn. This is a lovely region to drive through and the added attraction of seeing a different selection of vehicles should make it all the more worthwhile.

On that note I will close and hope to share your company on the road in the near future.

Safe and happy Motoring

Chris Howes

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Hamilton, Judy Hart, Sandy Martin, Lindsay Gibb, Maxine & Malcolm Bean, Chris Howes, Ross Fleming, Wayne Bartlett, Dave Aylett, Gail DuBois, Gill Purdie, David Crichton, Bob Bermingham and Trevor Gandy.

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

Richard Tapp

WEBSITE STATISTICS

	August (30th) 2007	July 2007	August 2006
Visits	1,692	2,455	1,135
Pages	2,527	3,385	2,755
Megabytes	2,519	2,710	1,330

FROM THE COMMITTEE

Secretary's Jottings



Seems we are all busy at the moment with a number of members returning from caravan trips to various parts of this wide brown land. We didn't catch up with the Winstons or the Beythiens during our NT trip, but shopping in the Supermarket at Katherine did bring a response from a couple behind us who were ex club members on a 12 month trip around the outback – the Bashams from Murray Bridge (I think). We had a good yarn before going on our merry way!

We also enjoyed the company of an old friend in Katherine on two occasions, namely Noel and Kath Niel from the Rocks at Katherine. Noel and Kath have

been long time car collectors from way back. There was a time when Noel and myself had the only Vintage cars in Katherine for many years.

We also ran across members of the Vauxhall club on their way to Darwin for a get together. As a result of this trip we missed out on a couple of runs.

Next week we are off to Tenterfield for a National Simca Rally and AGM – this happens every 2 years (a long way for a meeting!). On our return to Adelaide we head off to the Canberra Rally (we hope).

However, a few words about Richard Tapp's photo shoot/lunch run held recently. What a great run Richard! The conducted tour over Cummins

House was excellent and most interesting – a great couple of hours well spent. To top it off we met an old acquaintance from the School of the Air at Katherine (goes back many years) and enjoyed a good chat!

Lunch was enjoyed back at the clubhouse by all. A good collection of club vehicles turned up to enjoy having their pictures taken! Thanks Richard

Thanks also to Judy who has had to handle the minutes not once but twice due my absence. Thank you Judy.

For those attending the Canberra Rally, see you at Tailem Bend on the 28th Sept – all being well.

Good motoring.

Ross F

Snippets



BAY TO BIRDWOOD

All those entered in the Bay to Birdwood who are interested in meeting, travelling and ending up together as a club (you have seen our flags etc to display the club) at Birdwood, please contact me via 0438 285 807 a/h or chry3867@bigpond.net.au.

I can organise times etc.

Wayne Bartlett

SHANNONS INSURANCE

A club member had an "incident" recently where they had to make a claim on their Shannons insurance policy but the NSW based claims officer thought that NSW type registration / permit restrictions applied in SA and our member

was using their vehicle illegally and hence was not covered.

Shannons SA office have written to the club explaining how this error occurred and recommending that members needing to lodge a claim ensure that they emphasize that they are South Australian customers.

Dave Aylett

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 2006.

CLUB NOTES

Member Profile - John Webb

Please tell us about yourself and your cars.

I commenced a 6 year apprenticeship as a Motor Coach and Body Builder with J A Lawton in 1940. I then joined the Air Force and completed my apprenticeship when I returned. The owner's son went to Europe and came back with a Bugatti Racing Car and it was my responsibility to keep it spick and span and in perfect working order. That's when I was initiated into the world of racing cars - "got the bug" and then progressed after the war into working with Formula 5000 cars.

First car I acquired was a 1926/27 Chrysler 60 Coupe and restored it myself. That was in 1983/84. Found it at St Peters through a friend and it had originally come from Kadina. Prior to that I had done a lot for other people.

The second car I got was a 1930 Chrysler 77 Sedan in about 1993/94 from Yarrowonga. Dick Hart, John Milton, Malcolm DuBois, Ian Hunter (The Colonel) and I went over to Yarrowonga to collect it - we called it a "lost weekend".

Then I built a 1926 commercial vehicle in 2005 and sold it to a Mr Walsh. The proceeds went to the Daw Park Foundation for Research into Prostate Cancer.

How did you find out about the Chrysler Restorers Club?

Through John Milton and Malcolm DuBois. I was at John Milton's house and Malcolm DuBois arrived and they said I had better get a vintage car. So I joined the Club and got the Chrysler Coupe.

Did you know anyone in the Club?

Yes, John and Malcolm.

What year did you join the club?

Approximately 1987/88.

What came first the car or the Club?

The car then the Club.

Where and how did you find your

car?

The Coupe in St Peters from Crimea Motors (The Spark Plug Man) through John and Malcolm.

Did it need restoring or was it already done?

Yes, restored both from scratch.

Did any members have any input with your restorations? If so who?

Yes, Malcolm DuBois and John Milton.

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

No stuff ups. Except the first time I had the Coupe out it vaporised and Robin Kavooris stopped to assist.

Do you enjoy going on Club runs and attending meetings?

I like to do the club runs if they're not too far and I go to the meetings but because of my age it's not so easy to drive at night. My eyesight is failing and I only have vision in one eye.

What is your ambition in the Club?

To be a practical member - assist other members.

Do you have a story that needs to be told about a club member? (Don't let the truth hold you back).

I wouldn't like to say anything - only good can I talk of other members. Dick Hart does a lot to

help other people.

Do you think you will ever find that elusive part at a Swappy so you will never have to go again?

Dick Hart was a great help with this.

What have been some of the highlights of your time in the club?

The interstate rallies I participated in to Bendigo, Mildura and Broken Hill.

Do you enjoy and would you have any suggestions for Club runs?

It's a bit hard now, I can't participate so much, health wise. I'm lost without Bet with me. She's not really a car enthusiast. She likes her comfort.

Any other information you may wish to share

I've always been on the development side of the motor industry. They called me "the Surgeon" because I kept all my tools on one side of the bench and put them neatly on the other side when I had used them. It was my job with Elfin sports cars to make the cars go quicker and to keep them on the ground by designing a body with air flow and down force.

Compiled by Gail DuBois



PAST EVENTS

FHMCSA - Mid North Meander 2007

Monday 30 April - and at last the day has arrived when the car (my 1962 S Series Valiant) has been fully serviced, is stocked with extra oil and coolant, some additional spares and of course the trusty tool box and we're off to the Birdwood Mill where over a hundred vehicles will participate in the Federation's Meet the Clubs Tour - The Mid North Meander. (This was also our first taste of morning tea with some beautiful fresh scones and jam and cream.)

June was my travelling companion and navigator for this trip and she soon announced that she wasn't very good at navigating (because of motion sickness) and that we should follow the car in front. However, I knew from past experience that this was certainly not foolproof and we'd need to keep our eye on the book of instructions that Bill and Joy Watson and their team had painstakingly put together for all the participants.

Our first stop was Mannum for lunch on the banks of the Murray, and as our lunch packs were handed to us at the

entrance to the park we looked forward to enjoying the goodies in the beautiful sunshine. We set up our chairs by a monument (aptly named The Rock by me), and were fascinated to watch the owners of a white MG open the travelling box on the rear of their vehicle and neatly packed away was their cooking apparatus with everything they'd require for the trip. They were going to be camping along the way and certainly had all their belongings packed extremely well in a very small space in their vehicle. (Put us to shame - tried to travel lightly but once again didn't succeed and as well as the boot being fully packed the back seat of the car was also laden with belongings.) What else can you expect from two women travelling together for two weeks!

From Mannum we crossed the River on the ferry and despite the lengthy wait we enjoyed a chit chat with owners of vehicles around us and thoroughly enjoyed the sunshine too. We drove on to Swan Reach and then Loxton where I did a short detour and popped in to see my

cousin, Trevor Fielke who has farmed in the Loxton area for many years. My mother was a Fielke and grew up on a farm at Loxton and Trevor's brother still lives in my mother's family home. As kids, my sisters and I spent our school holidays on the farm and the country cousins had lots of fun teasing the city slickers unmercifully. We have very fond childhood memories of our holidays at Loxton.

We stayed at Renmark and enjoyed the hospitality of the Riverland Vintage and Classic Car Club with dinner at the Berri Hotel and a trip to Banrock Station which was very interesting despite the fact that it had been drained of water for its 2 or 3 year cycle - which is part of their ecologically and environmentally sound planning for the area. (The scones were rather hard and dry though - perhaps they had suffered from the lack of water!)

We also enjoyed the Loxton Pioneer Village and especially the arrival of a fleet of high wheelers - what a great sight that was to behold in that historic setting. A trip down the



PAST EVENTS

FHMCSA - Mid North Meander 2007

River on the PS Industry was also very enjoyable and the scones were freshly baked on the boat and what a delightful afternoon tea that was. It was about this time that June and I decided that although we had enjoyed several Devonshire teas we were quickly becoming "all sconed out" and it was time to start watching our waistlines. We had a quick look at the Teddy Bear Gift shop, the Patch Work and Quilting shop and Ruston's Rose Garden where we made a couple of purchases for our Mothers for Mother's Day and soon it was time to commence our journey to Mildura, via Lake Cullulleraine – a very peaceful setting.

At Mildura we had a fascinating tour of the Australian Inland Botanical Gardens which is privately owned and beautifully set out and we thoroughly enjoyed "Stan's" train ride around the property. The bushland church and the beautiful seeded dome of the gazebo were indeed a special highlight.

Now it was about this time that we discovered that someone had nick-named us Thelma and Louise. It was quite fascinating each morning when I lifted the bonnet of the car to check oil and water levels. Inevitably this would draw the attention of several onlookers. I think a few of the men in our little travelling community were quite amused by the fact that the females actually knew just a little about the workings under the bonnet.

I had discovered that the Valiant

did in fact use a bit of oil on the trip and every few days I would need to add a little of this very important ingredient in order to keep the engine in good working condition. I had a large five litre container of oil which made it very difficult to add just a little to the engine and being a woman, was very quick to improvise – I discovered the large cap on the top of my hairspray would do the trick. Every few days a couple of cups of oil would suffice – just like baking a cake really – every ingredient vital to continued success!

Along the way June and I were discussing the nicknames we had inherited. June wasn't quite sure whether she was happy about the reference to the famous film, knowing the ending – but I decided that we'd skip the ending and have a bit of fun – always hopeful of picking up a handsome cowboy hitchhiker along the way!

From Mildura we travelled to Broken Hill and we really enjoyed the trip through this outback area. There is something very special about the solitude and peacefulness of the outback and it reminded me of my trip with Malcolm through outback Queensland some years earlier. June and I drove ahead of the convoy of vehicles on this stretch of the journey and were one of the first to reach our lunchtime stop at Coombah. We sat on the verandah seat and watched the 100 odd vehicles arrive one by one. What a site this was to see – way out there in the outback and such a

magnificent collection of vehicles – so many different makes and types restored to perfect condition.

It was also great to see the green belt across the countryside and a few pools of water from a recent heavy downpour in the area. The country really comes alive with a bit of rainfall and it was magnificent to see the green tinge of grassland shoots across the landscape.

We continued to Broken Hill and enjoyed another few days in that area with a trip to Silverton when we enjoyed the galleries and of course the restored gaol buildings of note and the magnificent old Hotel where we enjoyed a brandy and spent an hour looking at all the memorabilia and many humorous signs – what a place of character!

In Broken Hill June was a little unwell and managed to spend a short stay in the local Hospital after experiencing a rather nasty stomach upset but she soon managed to recover and we were once again off on our journey to Peterborough.

We enjoyed an extremely good dinner – thanks to the local people once again and also the railway history and particularly enjoyed a visit to the local Meldonfield Miniature Cobb & Co. Coach building Museum. What a magnificent display this couple (Eldon and Mary Zimmermann) have crafted over the years with tremendous dedication and attention to detail. This was indeed one of the many highlights of this

PAST EVENTS

FHMCSA - Mid North Meander 2007 (ctd)

wonderful trip.

Next stop was Terowie and then on to Merv and Aileen Robinson's farm, Aroona – where we were entertained with much care and good food and the collection of equipment and memorabilia on this farm was a site to behold and indeed unbelievable. Then on to Jamestown where we discovered a very splendid Ladies Dress Shop. Did a bit of damage here – to the purse that is!

Next it was on to Clare for a few nights and a visit to Burra which was most enjoyable and a visit to the Blythe picture theatre – great fun, and a visit to Martindale Hall (very

interesting) and Kapunda and then our final stop at Nuriootpa. It was along this stretch of road that we nearly came to grief when a passing car threw up a rather large stone that hit the windscreen with a very loud noise and we were really amazed that the windscreen didn't shatter.

The final dinner in Nuriootpa was once again extremely good. The effort and organization that had gone into all the dinners, meals and visits had indeed been extremely well executed and was a tremendous credit to everyone involved and very much appreciated.

We travelled just under 2000

kms and had a wonderful trip. The car performed extremely well and we had lots of laughs along the way. It was my first car trip without my darling husband but I had been determined to continue taking part in various car trips and tours with the Chrysler Car Club and thoroughly appreciated having the companionship of my long time friend June (or should I say Louise!)

Gail DuBois
May 2007

Below: Gail and June with the trusty S series - Beythien photo
Previous page: Wayne Bartlett's freshly restored ute leaves the ferry - Howes photo



PAST EVENTS

Military Museums Run



PAST EVENTS

Cummins House Run

12 August 2007

Photos taken at the run to Cummins House, Novar Gardens organised by Richard Tapp.

Right: Brenton Hamilton's rare limited import Dodge (Photo: Wayne Bartlett)

Below: Allan Martin and Ashley Farrow's 1929 De Soto K roadsters, BYO lunch back at CCC (Tapp photos) and the drawing room and main bedroom of Cummins House (from www.wtcc.sa.gov.au)



RESTORATION STORY

Finished “Ferel” Fire-truck Flees to Fillies

Final fotos of the ferel fire-truck 'fore the fearless fellows from the (*Ingle*) Farm fled for freedom far from friends.

Gil Purdie reports that the group that departed for the Birdsville Races on Saturday 25 August, comprised:

Denis Thompson - 33 Dodge Ferel fire-truck;

Gil Purdie - 25 Maxwell buckboard;

Les Johnson - 26 Chrysler 70 buckboard;

Trevor Kelley and Arthur Sketcher (riding shot gun); and

Rex Wallis and Aaron Morley - 1932 SS Jaguar (they are from Bendigo).

Can you spot the odd one out!

Photos: Gil Purdie



(NON) RESTORATION STORY

Destitute at Dartmoor

This is my cousin Greg McNair's resto project. Not really; he got it for parts only. Would you believe he drove it home around 6-7 years ago.

He is restoring an AP3 Wayfarer of which I may get some photos and a story soon, as they have rejoined our club recently.

You may also find another pic of



interest. They have a lot of old large pine trees in Dartmoor where Greg lives that have been cut down and sculpted with a chain saw and other wood working tools into these magnificent works of art.

You may have seen some of them before that are of a military theme but these are in a children's playground area.

Wayne Bartlett

Photos: Wayne Bartlett



RESTORATION STORY

1934 Chrysler Airflow

PROGRESS REPORT

In his President's Message in the July/August 2006 magazine, Chris Howes mentioned that I had begun restoring my 1934 Chrysler Airflow CV. As about a year has passed since then, I thought (with a bit of prompting from the editor) that it was about time for a progress report.

I have owned the car since April 1991, and a few people have suggested that fifteen years is a long time to wait before starting a restoration. I tend to agree, but point out that I didn't retire from the workforce until mid-2001, and during the fifteen-year wait, I finished restoring the Maxwell, did quite a bit of work on the 1948 Dodge (which has since been sold), restored the 1916 Dodge, and did some tidying up on the 1956 De Soto. How's that for an excuse?

I should also mention that the restoration project is being made possible by the willing and generous assistance of Dick Hart as project manager/chief mechanic, and Rick Frith as chief panel-beater/body-builder. I am extremely grateful and indebted to them both, and freely admit that without them I would be up the well-known creek in a barbed wire canoe without a paddle.

I began by removing some of the easier bits – all chrome and stainless parts,



lights, etc. No real problems there. Then came some of the interior items, such as instruments, seats, floor coverings, and some of the body trim. During this stage I was surprised to find that, in a so-called all-steel body, the floor was made of plywood! I have heard it suggested that the plywood was used as a sound-deadening material, and I guess that could be so. After a life of over seventy years (the car, not me), naturally the wood had started to rot and the plies to separate, so I removed the floor and kept it as a pattern for the replacement. As I now know that the plywood was a factory original item, I will use plywood again in the restoration.

All four doors had been restored and painted before I purchased the car, so I

simply removed them and put them aside. The only attention that they will need is rubbing down and re-painting. The car has no boot door, but there is a boot. Access is gained by lifting up the rear seat backrest, which might make it a bit difficult to stow heavy luggage or to get to an esky.

I then turned to more of the exterior items – mudguards, bonnet, grille, running boards, spare wheel carrier, and various smaller steel parts, of which I took all but the doors to Universal Metal Cleaners for sand blasting and priming, and then set them aside for later panel beating or rust repair as needed. Removing these parts involved the frequent use of both the oxy torch and bad language, in order to loosen rusted bolts and nuts.

With the running boards off, I was disappointed to discover how badly rusted the doorsills were. The sills form part of a sub-frame, which runs throughout the body and gives it much of its strength and rigidity. They also act as a mounting for the running boards, and on the inside edge, a mounting for the plywood floor. They are a vital part of the car's structure and need to be in a sound condition at all times. The nuts for the running board bolts were held in inaccessible cages fixed inside the enclosed sills, and most of the cages broke away when I attempted to undo the bolts.

It seemed that the only solution was to cut out the sills completely, make new ones, and weld in some t-nuts to hold the running board bolts. Accordingly, Rick made a pattern of the outer face



RESTORATION STORY

1934 Chrysler Airflow (ctd)

of the sills, and armed with some sheet steel and the appropriate measurements, went to see John Webb for some help. Between them, John and Rick used John's metal folder to make up some new sills for Rick to weld into place.

However, Rick then identified another potential problem in this area. As the centre door pillars are attached to the doorsills, he realised that, if the sills were cut away, the pillars would be able to move out of position, making it very difficult to refit the doors at a later date. It would be advisable to brace the pillars, to ensure that they stayed exactly in place and the doors would subsequently fit correctly.

Just thinking about this part of the job gave Rick a headache, so he decided to postpone it for a while, opting instead to start the substantial rust repair work needed in the rear wheel arches. While this was reasonably straightforward work, cutting out the rusted areas, making new patches, and welding them in place, took quite a few afternoons of his spare time.

In the meantime, removal of most of the mechanical parts was begun. First came the gearbox and overdrive unit, clutch, and tail shaft, which were put aside for later attention. Then came all of the minor items in the engine bay, of which the starter, generator, and voltage regulator were taken to Antique Auto (Garry Modra and son) for overhauling.



The engine was then removed and it too was put aside, as it wasn't the correct one for the car. The original one had been stripped down many years earlier, and we took it to Rick Corbett Engine Reconditioners for examination, crack testing, and whatever machining and replacements were necessary. It was given a new set of sleeves, but the pistons were found to be quite OK for re-use. It was also treated to crankshaft grinding, new main, big end and cam bearings, new rings, valves and valve guides, and a number of other luxuries. Some of these items I had obtained from John Biddle, and some via eBay. With the engine back home, it was put aside for later assembly.

We then removed the shock absorbers from the car, and after a cursory examination, decided that they needed professional attention. On advice from

John Biddle, I contacted a retired lever-action shock absorber expert who still did an occasional job or two at home. He readily agreed to do the reconditioning for me.

The front and rear axles and springs were the next to be removed, and the springs were taken to Industrial Springmakers for resetting and replacement of worn bushes. The brakes were also removed and the wheel and master cylinders re-sleeved in stainless steel by Power Brakes. The brake linings were found to be in very good condition.

Meanwhile, back at the doorsills, Rick had a stroke of genius. Instead of cutting out the entire sills immediately, he first removed only the worst sections. It was then apparent that each sill had at least one full-length section that was not too badly rusted and was still quite solid and useable. This could be left in place, which would prevent the centre pillar from moving during the transplant operation, and John Webb's new sills could be trimmed and used as partial replacements. It appears that the doorsill problem has been solved.

Once the majority of the rust has been repaired, lifting the body off the chassis will be the next job, and then the chassis, and probably the body as well, will be sand blasted and primed.

I would like to be able to say that the restoration is half finished, but I know that's not the case. The work is continuing and there is still a long way to go. I just hope I won't be too old to drive the car when it is finished!

David Crichton.



OUR MOTORING HERITAGE

Valiants That Never Were

Reproduced from an unknown car magazine - there are no magazine names on any of the pages... Copy supplied by Bob Bermingham

VALIANTS THAT NEVER WERE

You could say, correctly, that Chrysler simply fiddled with the Valiant after releasing the VH in 1971. Certainly apart from a couple or relatively minor facelifts, the car's basic shape hardly changed. But that doesn't mean the designers and product planners were sitting around doing nothing. In fact a whole series of good and not so good concepts and prototypes were built before the model was finally killed off in 1981. We asked Mitsubishi (nee Chrysler) to go through its styling files and come up with photographs of Valiants that might have been. The result is this fascinating collection of drawings and photographs, none of which has been published before.



CHARGER might have been the first local hatchback. These styling mockups were alternatives to the first 1971 Chargers, concepts seriously considered included a simple hatchback rear window which opened and had strong overtones of reliant Scimitar GTE and Lancia Beta HPE and a model with a swinging tailgate and wind down rear window. Both proposals were developed for the Charger but the traditional fastback with conventional boot was the only one to reach production stage.



OUR MOTORING HERITAGE

Valiants That Never Were (ctd)

Reproduced from an unknown car magazine - there are no magazine names on any of the pages... Copy supplied by Bob Bermingham



Once the Charger had reached the showroom Chrysler looked at doing a hatchback tailgate version for 1973 with fixed rear window but fold down rear seat. A prototype was built and run on the road before the project (and car) were scrapped as the two door market shrank. This version was much cheaper to tool for than estate style hatchback.

Chrysler's VH Valiant was released in 1971, first major facelift was scheduled for 1975 when the K-series (middle) was due for introduction. Styled in 1972 these cars represent two major proposals for the new model. Initial plan was for major re-skin to change feature lines of the car to give straight through look without bulky hip line of VH. With the exception of the bonnet and hood all skin panels were new. Two different grille patterns were tried, one of course did eventually get into production. At this stage Chrysler still believed there was sufficient volume to continue long wheelbase Chrysler sedan, although two door was dropped in VJ series. (to be continued)

RESTORATION STORY

Trevor Gandy's Chrysler Windsor

This rare WW II era Chrysler is in South Africa, but I am sure members will be relieved to read that the restoration process is at least as frustrating and time consuming there as it is here. :-)

Sep 2006

I have just acquired a 1941 Chrysler that has been standing on blocks for the past 30 years and still in pretty good nick and wonder if through your contacts could put me on to anyone who can help with photos, color specs and any other data on this vehicle. The original color is a beige/biscuit shade. The old chap who had the vehicle (only 1 owner) got a puncture and was unable at his age to change the wheel and as he had no one interested to assist him, parked the car in his garage on blocks and that is where it remained.

Oct 2006

Well the engine is almost complete, we had a little problem trying to locate the seal bearing from the back of the gear box, but we have a few new leads to follow up on. I am currently doing all the chrome work

through a crowd called Chromo Zone who operate under licence from Cosmic Chrome which is a spray on non peel chrome application. If you look on the internet under Cosmicrome you will see the application. Judging by the time line given I should have my baby back on the road by Christmas.

I was also put in touch with the local veteran car club and have made some contacts there. On reading through the paper work and stuff that came with the car I found the original purchase receipt for the car a mere 465 pounds Sterling. There was also a complete chrysler colour brochure with all the different models (let me know if you would like a copy), the logbook and original owners manual.

Jan 2007

Just an update on my car we have battled to get a universal joint for the vehicle and the mechanic has now had to modify the diff to take a different yoke and this should be on the car this week. The majority of the chrome work has been redone by a crowd called Chrom Zone over

here. The finish is awesome. Thereafter the spray painter is waiting with baited breath for the car and so we are hoping to have the vehicle completed by the end of Feb, a bit behind schedule but that's the way things go. I will send some pics over as soon as I download from my camera.

Aug 2007

Sorry about the delay in e-mails but the latest with my car is that the diff caused the mechanic endless problems as we battled to get the correct yoke. He seems to have that now in hand and the auto spark will start with the rewire of the car next week. He has managed to get hold of some cloth covered wiring so it will be as close to original as possible. Then its off to the spray painter. It really seems to be taking an age as I have now had the car for 11 months and am really eager to drive it. Once we have the wiring and chrome work back on I will send some more pics over.

Trevor Gandy



MARKET PLACE

Club Clothing

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

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Sew On Badges \$16

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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.



Club Name Badges



CHRYSLER RESTORERS

Walter Percy

During the last few months members have asked about upgraded name badges. These badges are to be available for purchase by individual club members.

At the last Committee meeting it was decided that we have a white background on the badges with black printing and our Chrysler motif incorporated.

At the November meeting two styles of badges were shown to the members. The general consensus of opinion showed that a majority of people preferred the badge with Clear Glaze Acrylic and the rest liked the Plain. There was also a discussion about the different pin types.

I have had a discussion with the manufactures and it is possible to purchase both types of badges with various pin requirements.

Listed below are the styles and prices that are available.

PLAIN with pin	\$5.50
PLAIN with dual pin and clip	\$6.00
PLAIN with magnet	\$8.00
CLEAR GLAZE ACRYLIC with pin	\$7.50
CLEAR GLAZE ACRYLIC with dual pin and clip	\$8.00
CLEAR GLAZE ACRYLIC with magnet	\$10.00

If you are interested in purchasing a new name badge please contact Lorraine Beythien with the details of your badge, or you may send the order form below to Lorraine c/- Chrysler Restorers Club, PO Box 667, Plympton 5038.

Lorraine Beythien

CHRYSLER RESTORERS - ORDER FORM FOR NAME BADGES

STYLE OF BADGE [Plain or Clear Glaze - circle one] **PIN TYPE** [Pin or Dual pin and clip or Magnet - circle one]

PHONE (a/h) (day time if different)

FULL NAME (print clearly)..... Price.....

2nd badge name..... Price.....

3rd badge name..... Price.....

4th badge name..... Price.....

5th badge name..... Price.....

Total \$.....

MARKET PLACE

NOTICE TO ADVERTISERS

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

FOR SALE

Restored and working 1920's inside rear view mirror with clock. Has bevelled edges and CHRYSLER on clock face, offers over \$100 for this rare item that cost me over US\$200 but I no longer have a use for. Wayne 0408 829 605



2 sets of new spark plugs to suit side valve sixes \$24 Wayne 0408 829 605

1963 Valiant AP5 Sedan [XDZ-549], grey, reg to 2008, log books covering 1965 to present, interior in excellent condition, exterior in good condition, but requires new paint, mechanically in excellent working order, new radiator (late 2006), service manual included, also some spare parts, has been in the same family since 1965, \$5,000 ono Lynne or Michael 8295 4079 ah

VC Regal sedan in good restorable cond, appears to be rust free, all there and straight. Motor runs but needs new water

pump (supplied).Last reg 2004. Will take offers over \$1000. for more info contact Wayne 0408 829 605

VC Valiant Safari restored 2003, excellent condition, 225 Torqueflite, Regal dash, split bench front, clear over 2 pack white, 3 core radiator, LPG doughnut tank, new front end, CD stacker. (see pic)

VE Wayfarer ute, 225 slant 6, Pacer dash, very average but complete, 4500 ono, Andy 0408 586 373 Myponga

New slant 6 manifolds, made out of the latest material and strengthened in all the weak places, ready to ship, \$295, Ray 0412 946 561 [Oakey, Qld]

VG Valiant glove box metal, free, Phil 0438 060 842

1971 Dodge 114 1 ton pickup [RRO-387], club reg, suit full use or limited, very reliable, or perhaps restoration. 245 extra heavy duty (original), lights etc all original, four new tyres, new battery, recon head, \$2,250 ono, Mark 8555 0594 [Goolwa] (see pic)

1972 VH Regal on LPG, air, auto, good cond, \$2,700 ono plus parts, Adrian 8276 9830

CM Regal sitting in the street at 2 Redford Street, Vale Park, potential for restoration, Chris Howes 8165 3971 ah

New 195/75R14 GT radial (real) white wall tyres supplied for only \$85 each (come with lifetime guarantee). Cond. Apply. Contact Wayne at chry3867@bigpond.net.au or 0408 829 605 to put in your order.

WANTED

1925/26 Chrysler 70 gauges—G model, Les Johnson 8398 2311

1928 Chrysler 72 cowl light arms or a pair I can get a copy made from, 1928/29/30 Chrysler folding windscreen posts or a pair I can get a copy made from, 1928/29/30 bumpers with the twin grooves running length ways, 1928 Chrysler 72 open car windshield, Leigh 0439 395 655

1933 Dodge tourer, Peter Grubb connemare@bigpond.com

2 x 15" rims to suit AP3 Chrysler Royal, Chris 0412 550 216



AP5 / AP6 / VC front windscreen solid sun-visor. Leon Bennett 0448 885 131

Any parts to suit VC V8 Valiant, Con 0438 717 411

Any parts to suit a 1968 Dodge Charger. Danny 0418 662 012



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