



THE
CHRYSLER
COLLECTOR

Number 195

July/August 2011

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

Metro single \$30.00 - Metro family \$35.00 - Country single \$20.00 - Country family \$25.00
Fee is for a calendar year. Membership ceases if not renewed by **31 March** of following year.

Club Officers

| | | |
|--------------------------------|--|--------------|
| President: | Cathy Woods, 4 Peter Place, Campbelltown 5074 | ah 8165 3971 |
| Vice President: | Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093..... | 8263 5416 |
| Secretary: | Graham McRae, 26 Fisk Avenue, Glengowrie 5044..... | ah 8295 2615 |
| Asst. Secretary: | Ann Lind 56 Currawong Crescent, Modbury Heights 5094 | ah 8263 6998 |
| Treasurer: | Alan Driver, 6 Hastings Road, Brighton SA 5048 | ah 8298 1194 |
| Editors: | Bob Haywood, 2 Rosemary Street, Woodville West 5011 | 8268 3508 |
| | Richard Tapp, 17 Simpson Parade, Goodwood 5034 | ah 8271 6961 |
| Librarian: | Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 | ah 8261 7971 |
| Assistant Librarian: | Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126 | ah 8251 3240 |
| Technical Liaison: | Graham Bailey, 41 Reservoir Road, Hope Valley 5090..... | 8264 2261 |
| Public Relations: | Andrew Norton..... | 0410 705 465 |
| Runs Coordinator: | Brenton Gibb, 18 Carroona Avenue, Para Hills 5096 | ah 8263 2908 |
| M/ship Vehicle Records: | Jenette Black, 41 Reservoir Road, Hope Valley 5090 | ah 8264 2261 |
| Historic Vehicle | Chris Howes, 4 Peter Place, Campbelltown 5074 | ah 8165 3971 |
| Registrars: | Cathy Woods, 4 Peter Place, Campbelltown 5074 | ah 8165 3971 |
| Committee: | Greg Lind, 56 Currawong Crescent, Modbury Heights 5094 | ah 8263 6998 |
| - | Garry Williams, 11A Wisdom Street, Seaton 5023..... | 8353 0027 |
| - | Brian Miles 40 Kym Street, Port Noarlunga 5167 | 8327 1993 |
| Federation Rep: | Graham McRae, 26 Fisk Avenue, Glengowrie 5044..... | ah 8295 2615 |
| Combined Car Clubs Rep: | Ken Barnes, 21 East Avenue, Millswood 5034..... | 8293 7923 |
| Historic | | |
| Public Officer: | Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168..... | 8386 2931 |
| Catering Coordinator: | Josie Miles, 40 Kym Street, Port Noarlunga 5167 | 8327 1993 |
| 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 the magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 2 September 2011. Corrections/amendments until Sunday 4 September 2011. 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

Second Wednesday of each month except January

CLUB RUNS / EVENTS

14th August 2011

Calendar Shoot for 2012 CRC Calendar (Vintage Dress Encouraged) More information Brenton Gibb 82632908

17th August 2011

Committee meeting 7.30pm CCC

Tuesday 20th September 2011

CRC run to Historic Balaklava (part of the Cruising Classics Events) Entries close on 2nd September Entry forms available from Brenton Gibb 82632908

23rd October 2011

Combined run with the R and S Series Valiant Club, to Mallala Motor Sport Park to view Clem Smith's private collection of motor vehicles, followed by a visit to Virginia Nursery. More information Brenton Gibb

29th October 2011

Chrysler Restorers Club Annual Dinner at Oakden Central, Fosters Rd, Oakden. Mad Hatters theme. More information Greg and Ann

Lind 82636998

6th November 2011

Biannual Combined Car Club run hosted by the Vauxhall Club.

4th December 2011

Christmas picnic.

INVITATION/OTHER CLUBS' EVENTS

27th 28th August 2011

Upper South East Combined Clubs Tour (based in Naracoorte)

Hosted by Naracoorte Historic Vehicle Club Inc. Entry Forms/more information available from Brenton Gibb Ph 82632908

1st September 2011

Invitation from The Gawler Veteran, Vintage & Classic Vehicle Club to "Drive your Old Car Day". Meet at Fremont Park 9.30 am for 10 am departure to Bethany for lunch. BYO lunch chairs etc.

2nd 3rd, 4th, September 2011

Twin Bridges Rally Hosted by the Auto Collectors Club of Murray Bridge. Entry forms available from Brenton Gibb.

Monday 19th September to Friday 30 September 2011

Cruising Classics Events (hosted by various local car clubs) Open to all types of cars from vintage to modern. Entry forms available Brenton Gibb

25th September 2011

Classic Bay to Birdwood Entry forms available Brenton Gibb

5th & 6th November 2011

Rigs on the Run event for trucks & buses hosted by The Coorong Mechanical Restoration Club. More information Brenton Gibb

SWAP MEETS

24th July 2011

Angle Park

21st August 2011

Willunga

18th September 2011

Gawler

16th October 2011

Strathalbyn

Brenton Gibb

Entry Forms etc

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

Welcome to our New Members

RJ and Louise Thoms

Aberfoyle Park

1969 Dodge Charger Coupe

Ahmed Konche

Clarence Gardens

1969 Chrysler Sedan

1974 Chrysler Wagon

Vince and Denise Isola

Clarence Gardens

1962 Valiant S-Series Sedan

AP5 Valiants from Chrysler Collection



Cover Photo

Allan Driver's 1955 DeSoto Diplomat sedan, photographed at the Chrysler Restorers Club 30th anniversary. *Photo: Richard Tapp*

COMING EVENTS

Calendar Photo Shoot

14th August 2011

This years photo shoot for the 2012 Chrysler Restorers Club calendar is to be held in the grounds of the beautiful home of Harrison Funerals, 63 Golden Grove Rd Ridgehaven, the former "Drumminor

Restaurant". We would encourage you all to bring out your special vehicle for a run and dress in period clothing if you wish. Because of the way the building faces we will start shooting from 11.30am.so rock up from this time. There is

plenty of room for a BYO lunch or nearby eateries at Tea Tree Plaza or Golden Grove shopping centres. It would be good to see some of the cars that we don't normally get to see on our regular runs. See you there.

Historic Balaklava

Tuesday 20th September 2011

As part of the Cruising Classics Events for 2011 the Chrysler Restorers Club is hosting a run to historic Balaklava. This rich farming area has a history of manufacturing many types of early transport and agricultural

vehicles. There will be both static and working displays. This run is limited to 100 people, the cost is \$19.00 per person which includes a light lunch and entry to all museums. You *must* register with the Cruising Classics committee. It is not

necessary to have a classic vehicle to enter in this event. Entries close on 2nd September. Entry forms available.

Brenton and Lindsay Gibb 8263 2908

Joint Run with R and S Valiant Club

23rd October 2011

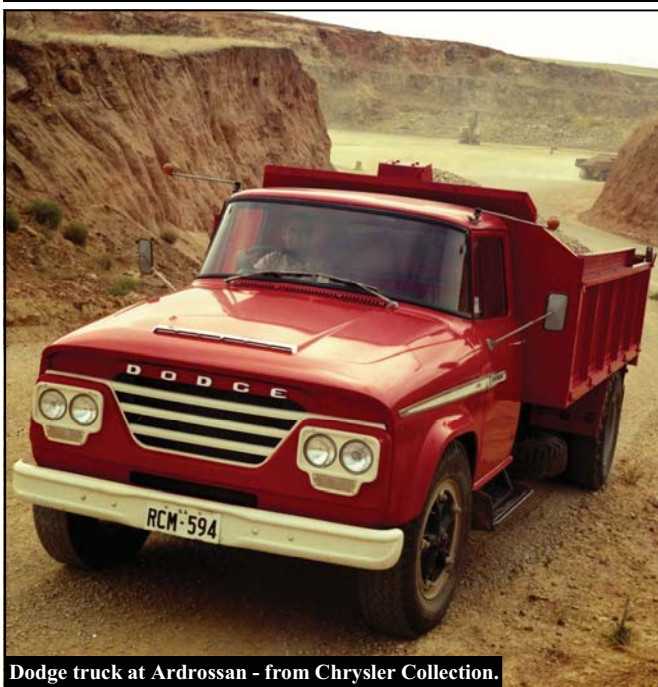
Meet at the northern side of the Caltex service station at Bolivar, Pt Wakefield Rd. 10.00am for a 10.30 departure to Mallala Motor Sport Park, to view Clem Smith's private collection of

historic motor and race cars. Facilities for a BYO picnic lunch available in the grounds. After lunch we will travel back to the delightful Virginia Nursery to wander through the grounds and possibly purchase some plants

for spring. Afternoon tea and coffee available from their restaurant. A good chance to meet new people with similar interests. More information available.

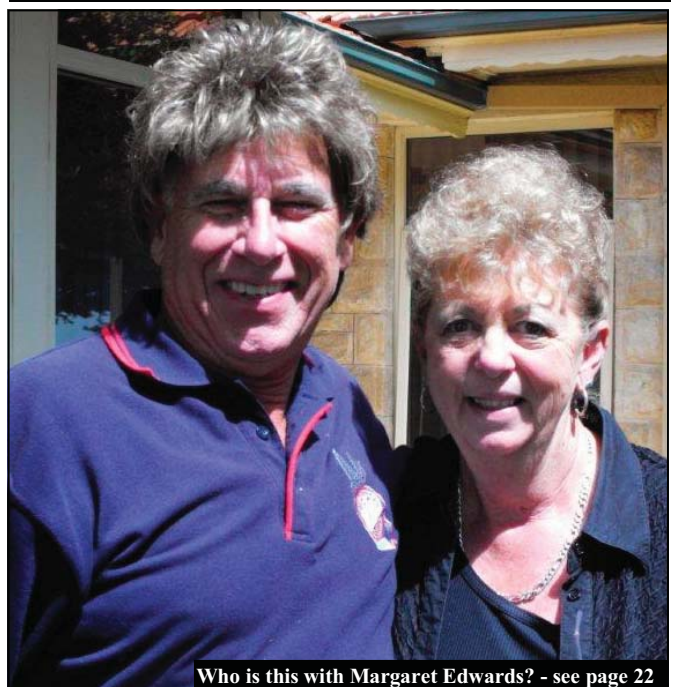
Brenton Gibb 8263 2908

Dolomite Mining



Dodge truck at Ardrossan - from Chrysler Collection.

Guess Who?



Who is this with Margaret Edwards? - see page 22

FROM THE COMMITTEE

President's Message



The word "Restorers" sometimes gets overlooked in the name of the club. Kevin and Roxanne Frith would

those on the Pub run with their newly restored 1934 Dodge. It didn't miss a beat on the drive from Blanchetown. Seeing a crowd around the car has been motivation for Chris and his willing group of fellow restorers to continue with the work of our 1934 Chrysler CB.

During May the club was informed of proposed amendments to the Code of Practice for Historically Registered Vehicles (HVR). Two of the proposals were for mandatory annual historic vehicle inspections and inclusion of a fixed historic vehicle age cap. The club and committee meetings held in May were both dominated by discussions about how the proposed changes will affect the running of the club and the club's response.

The Federation of Historic Motoring Clubs meeting on 18th June informed us of the outcome and DTEI will be moving to change the Code of Practice that will include a fixed aged cap for HRV of 31st December 1978, and annual inspections of all HRV. Extra information is included in the Federation Representative report.

The constitutional review has been put on hold while the committee awaits the timing of these changes to the Code of Practice.

It is pleasing to see new members participating in club outings with 4 new members joining in the run to the Southern Rangers Black Powder Club.

Bruce Bragg, Carolyn Harris (1964 Dodge Polara) Clive Pocock and daughter Amanda Geddes were there to participate despite the unpleasant weather. Brian and Josie Miles and their fellow gun club members were generous with their hospitality and assistance in the rain to ensure the safety and enjoyment of our members.

I was proud to present Trevor Kelley with a bronze touring award at the June club meeting,

he received this for traveling from Blakiston to Alice Springs and return, a total of 3230 Kms in his 1973 Valiant Regal Two door Hardtop.

The Annual Pub lunch headed to Historic Auchindoroch House at Mt Barker. Ross Fleming had planned a scenic drive and the venue gave us what we expect, good food, great outlook (club cars) and good company. Thanks to Brenton Gibb for assisting Ross with this popular event and acting as marshall outside the venue. Barry Greer and his wife Sandra were on their first outing.

The Committee approved the purchase of an Epson Scanner so the club can transfer the donated Chrysler negatives to a digital reproduction -Thanks to Bob Haywood and Richard Tapp for their efforts. Another purchase has been of a portable sound system for use at club meetings and events, thanks to Graham McRae for doing the investigative work.

The year is rushing by and never a dull moment. The diary is full for 2011, so bring out that car that needs a run or join us at a meeting.

Cathy Woods

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton and Lindsay Gibb, Margaret Edwards, Ashley Farrow, Cathy Woods, Nick Hunt, Jenette Black, Lorraine and Trevor Beythien, Margaret and Ralph Winston, Carolyn Harris and Bruce Bragg, Paul Ryan and Peter Waite, Richard Tapp and Graham McRae.

Our thanks to the magazine despatch team, being Richard Tapp, Jenette Black, Garry Williams and Dean Davis.

Bob Haywood

WEBSITE STATISTICS

| | May 2011 | June 2011 | June 2010 |
|------------|----------|-----------|-----------|
| Visits | 713 | 572 | 468 |
| Pages | 7,033 | 5,578 | 1,165 |
| New Visits | 33% | 35% | 50% |

Statistics exclude photos and videos.

CLUB NOTES

Label Free Registration System

From 1 July 2011 registration labels will no longer be issued or required for South Australian light vehicles such as cars, motorcycles, trailers, boat trailers, horse floats and caravans.

This means you'll no longer need to display a registration label, regardless of whether the vehicle is used in regional or metropolitan areas.

Heavy vehicles weighing more than 4.5 tonnes will still need to display a registration label.

How will I know when to renew my registration?

Owners of vehicles will still receive reminders when their registration needs to be renewed or has expired and will now have only two options to renew, for either 3 or 12 months.

From 1 July 2011, vehicle owners will receive a new form called a Registration Details Certificate, as well as the Registration Renewal Notice. These documents will be received about six weeks before the registration expiry date.

Who is responsible for renewing the registration?

The onus will still rest with the registered owner of the vehicle. Not receiving a renewal notice

from the Department for Transport, Energy and Infrastructure, or receiving a late notice, will not be a defence to a charge of driving or leaving an unregistered vehicle to stand on the road.

How will I renew my registration?

Payment options will remain the same and you will continue to receive a payment receipt over the counter or a receipt number if you pay by phone or from an internet transaction. The payment receipt or payment number should be attached or recorded on the Registration Details Certificate as proof of payment. The Registration Details Certificate is only proof of registration once a receipt number has been added.

Am I liable if I drive an unregistered vehicle I don't own?

Both the driver and the owner may be liable if a vehicle is driven or left standing on a road while it is unregistered. A driver who is not the owner may be exempt from charges if they can prove they did not know (and could not reasonably be expected to have known) that the vehicle was unregistered. A driver will also be exempt if they can prove

they did not know the vehicle was unregistered and had been required by their employer to use the vehicle in the course of their employment.

How will I know if a vehicle is registered?

The [EzyReg website](#) has a new tool that allows you to look up your vehicle's registration details online and check vehicle registration expiry dates.

How will police know if my vehicle is unregistered?

Advances in technology will allow roadside registration checks to be carried out by South Australia Police using advanced wireless equipment on the spot by using the vehicle number plate details. All speed and red light cameras can also now detect unregistered vehicles.

What if my registration label lasts beyond 1 July 2011?

You can remove your current label on or after 1 July 2011 or you can wait until the expiry date of the label to remove it.

TIP

Put a reminder in your diary to highlight your registration expiry date

Courtesy of RAA

Chrysler Australia Tonsley Park



CLUB NOTES

Federation Meeting Report



Changes to the Historic Vehicle Registration Scheme

In the last issue of this magazine proposed changes to the HVR scheme were being suggested and it seems that they have become a bit more set.

DTEI sent letters regarding the proposed changes to 13 clubs. Of these, 7 clubs responded to DTEI and of those 3 clubs agreed and 4 clubs disagreed. Steve Henderson (Federation President) stated that some of the responses against the changes were "emotional" and could not be used to argue against the changes. He also stated that they (the Federation) only received a copy of the letter that was sent out by DTEI about an hour before it was sent to the clubs and they were also struck by the speed at which it had happened. The Federation subsequently had a meeting with DTEI 3 days before this meeting and DTEI stated that the changes will be going ahead after they have gone to Parliament, this date is unknown at this time.

The cutoff date for Historically Registered Vehicles (HRV) will be 31/12/1978 with vehicles that are already historically registered up to 1981 can remain, (grandfather clause) it was also said that these vehicles could change ownership and still remain historically registered but have not seen that in writing yet. This date will be fixed for a period of time, possibly 2 to 5 years then an ongoing review.

Left Hand Drive Vehicles will also have the same cutoff date, moving from 1974.

There will be mandatory annual inspections to ensure the vehicle still complies with the Code of Practice and this will need to be complied with before the logbook will be stamped.

A Statutory Declaration will need to be presented to the club by members unable to get their vehicles inspected. Log books will not be stamped until a club member has complied, by either having the vehicle physically inspected, or presenting a Statutory Declaration.

An annual audit of log books issued by clubs will be undertaken by DTEI. This will be by random selection of a particular club to ensure proper records are being kept.

General Business

The Federation reminded all clubs that, during the Bay to Birdwood if they are not an entrant in the run, they do not join in as this will cause problems with congestion.

The recent Federation Tour was a success so they are looking for names of people interested in the organization for the next one. Also the available entry numbers are filling fast so don't leave it to the last minute if planning to enter.

Individual clubs can respond to Ivan Venning's proposed petition regarding number plates.

Logbooks will be available from the Federation soon as a new order has been placed.

Clubs are reminded that they can list any invitation runs on the Federation website.

Also available on the website is a list of all currently accepted variations to the Historic Vehicle Registration Scheme.

Just a reminder that the next Federation meeting on August 20 is the Federation AGM, could be an interesting one to attend so as visitors are welcome, come along and have a say on your Federation.

Graham McRae



Nick Hunt's 1929 De Soto Trophy Winner at Naracoorte's "Pist n broke" Rally

PAST EVENTS

Mildura Easter Rally 2011

22–25 April 2011

Every 2nd year the Mildura Vintage Vehicles Club have an Easter rally.

Trevor and I have attended a few over the years which we have thoroughly enjoyed. This year did not disappoint us.

We decided to leave on the Wednesday before Easter as we had several friends to catch up with on the way and also got us off the road before the Easter traffic.

We travelled as far as Renmark on Wednesday and stayed overnight with friends.

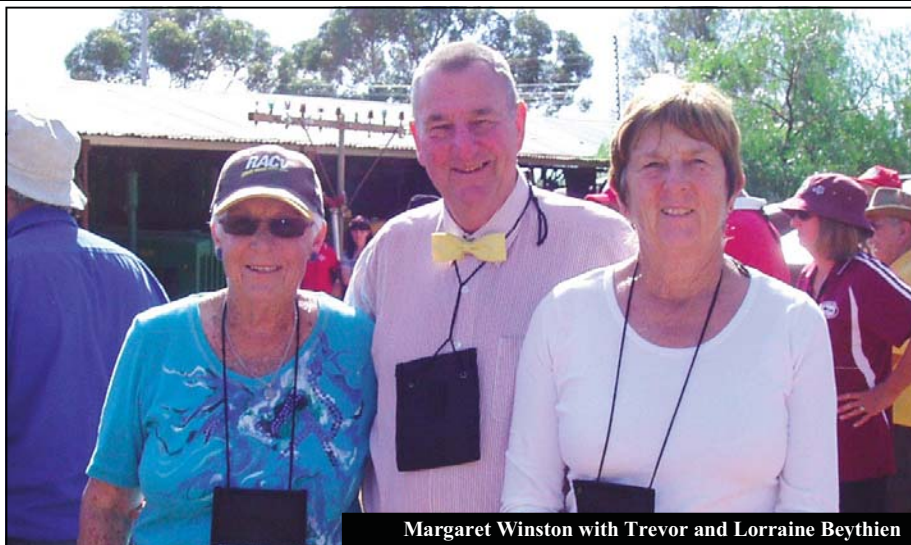
The following day we travelled onto Mildura and caught up with Margaret and Ralph Winston who were the instigators of us going to this rally many years ago.

Good Friday we attended the street display of speed boats. They were in Mildura for the Mildura 100 speed ski race. There were also dragsters (cars and bikes) and speedway cars which were all in Mildura for racing over the weekend. A display of muscle cars was also included. There were also rowing races held here over the weekend. It's a very busy place over Easter.

We then went to the MVV club rooms to sign on and meet up with all of the other participants.

Saturday was our display day in the car park of the Grand Hotel in central Mildura. There were 96 vehicles of all types entered in the rally.

At 1pm we all set off for a scenic



Margaret Winston with Trevor and Lorraine Beythien

drive to a tractor museum near Irymple. There were at least one hundred tractors and steam engines. The owner has at least 14 Lanz Bulldog tractors and several are restored. He started one of these plus a few other very old tractors. There were several engines working as well.

Saturday night we had dinner at the Red Cliffs Civic Centre and we all had to dress as something which started with "M". Rhonda and Garry Williams were very good Mexicans. Jeff Chase had a very ornate Mexican Hat. Trevor dressed as a Miner and I went as Mother.

Sunday we met at the Buronga Wetlands to have a tour over an olive estate and then onto Coomealla football clubrooms for morning tea with chocolate Easter buns and Easter bunny in attendance. We then continued onto Wentworth for lunch. Along the way we had to find answers to quiz questions. I believe we got all but one.

Sunday night we were picked up by bus and taken to the Red Cliffs Club for the presentation dinner.

A fantastic meal was had by all. Garry and Rhonda Williams won 1st prize for their 1971 Monaro.

We all went to breakfast at the club rooms on Monday morning to say our goodbyes and then attended the Anzac march in the main street of Mildura.

We, along with Margaret Ralph Winston, stayed on for a couple of extra days to avoid the Easter traffic.

Trevor and I called on fellow members Deli and Jeff Kolberg at Renmark on the way home on Wednesday, and stopped with a friend at Loveday that night.

We finally arrived home on Thursday afternoon after a stop at Blanchetown for morning tea with the Friths.

Great Weekend, the weather could not have been better and we caught up with several other people from all over SA and Victoria. That's what it's all about.

*Lorraine and Trevor Beythien
Photo: Ralph Winston*

PAST EVENTS

Kernewek Lowender 2011

14-15 May 2011

As most of you know this event is held every two years, in the Towns of Kadina, Moonta and Wallaroo. We have attended many of these events in the past and enjoyed them with our club members. This year we went it alone as there didn't seem to be any interest from the any of our club members.

We left Adelaide on Friday morning and arrived in Kadina as the parade was starting. Luckily the rain held off until it was finished.

After we had had the traditional Cornish pasty and gone to the fair in Kadina Town Square we headed for Moonta Bay Caravan Park. We decided to go into "The Shed" which is Kadina's tourist office. Whilst there, Claire, the organiser of the motorcade asked us if we had any spare seats in the Chrysler for Sunday's event

(The Cavalcade of Cars). We said "yes why?" She asked if two of the May queens could ride with us, Trevor obviously said yes.

Claire also told us of a floral display at a church so we returned into Kadina to look at this. When we arrived we were a bit disappointed about the display so decided to have a coffee there. As we sat at the table several people came in talking about weddings and brides. By the time we had finished our coffee we discovered that there was going to be a parade. Trevor was not impressed. Brides and bridesmaids are not his thing but he sat through it and was quite surprised.

They had a parade which lasted 1½ hours, with brides and bridesmaids dresses from the early 1920s though until present

day. Most of the mannequins were granddaughters of brides, daughters and the brides themselves.

We then travelled onto Moonta Bay to the caravan park and when we pulled into our site we were met by a friend from Waikerie. John Scrivener has an interest in 1936 Chryslers (the same as ours) and also River Boats and we had visited him just after Christmas whilst we were up river to look at his boat. John and Lorraine's site was right next us for the weekend.

We also met up with some people from Queensland, Littlehampton and the local "on site" caravan park people. Each night we had happy hour which spilled over to tea time and after. We watched hundreds of mice run around after dark, luckily our van is mouse proof.

Saturday is Moonta Bay's turn

Kernewek Lowender Queens



PAST EVENTS

Kernewek Lowender 2011 (ctd)

for the festival and they hold a street parade, then a fair at the oval. This year the parade was great, with many of the locals joining in wearing costumes from the mining era.

Sunday morning we arrived at the Wallaroo silos and met the two May Queens who were to travel with us. We then had breakfast of egg and bacon roll organised by the Bute Lions Club.

The trip with the girls turned out to be a lot of fun as each of them had family at corners all the way along the route. As we took our little caravan along for the ride too, it caused a lot of laughs as well.

Claire the Tour organiser had also asked us if we could put the caravan on the oval for display. This we did and it was a constant flow of people lining up for a look inside.



Trevor and Lorraine Beythien's 1936 Chrysler at Kernawek Lowender 2009

The Kadina Oval was very well set up with all vehicles on the oval (some 450). There was a Rock and Roll band and dancing with several stalls to keep everyone entertained.

Some of you may remember our friends from the Mypolonga camp out last year, Alan and Marlene Hagger, they won a

prize for their lovely blue and grey Graham Page.

We had a great time and will do it again in two years, if anyone is interested in coming along they are quite welcome.

*Trevor and Lorraine Beythien
Photos: Lorraine Beythien
Richard Tapp*



Cavalcade of Cars at Kadina - via Gawler club

PAST EVENTS

Southern Rangers Shotgun Shoot

22 May 2011

After a wild and woolly night, we were up at 8am to be at "The Hill" by 9am to join the rest of the C.R.C. members, heading to The Southern Rangers Black Powder Club, to attend our first official outing as club members. Joining the gathering cars at the old weigh bridge was a bone chilling experience, so I sent Bruce to do the honours of collecting the run sheet, as I stayed in the warmth.

We set off on a leisurely cruise to Old Noarlunga and in to the club head quarters, where a very hearty morning tea of cakes, biscuits and nibbles was provided and greatly received

After a briefing on the finer points of shotgun do's and dont's, some stayed in the warmth of the club rooms and discussed the intricacies of life, whilst the rest of us headed into the shooting range area, to either participate or to watch. Bruce and I decided to watch, so socialised around the lovely warm brazier, where we met a very friendly group of people with a lot of car tales to tell.

Bruce Bragg and Carolyn Harris' 1964 Dodge Polara hardtop



Between talking and also cheering on those who actually hit a clay target in the windy conditions, well done to those, we gleaned information about the club and who's who.

Brian Miles allowed us all to view 2 of his antique shotguns and answered all our amateur questions with dignity and shared his experiences of being 2nd in the world, in his class of competition. Well done Brian, we all have different interests and experiences; it's what makes us who we are, interesting individuals.

Back to the newly renovated club rooms for a well prepared lunch of soup, BBQ meats and salads, and more stories, whilst the

weather deteriorated outside. Sleet was predicted by Chris Howes.

Once lunch was over, the raffle was drawn with quite a few members of the same families winning, the hint going around was the more tickets you buy the better your chances. Makes sense!

The day was attended and enjoyed by 40 members and 20 club cars, with many thanks going to Josie Miles and her ladies of The Southern Rangers Black Powder Club for all the catering and preparing and sharing their clubrooms.

We enjoyed great company and look forward to meeting and enjoying the company of many more of you.

*Carolyn Harris
Bruce Bragg*

Photos: Richard Tapp



PAST EVENTS

Pub Lunch at Auchendarroch House

12 June 2011

The Queen's Birthday long weekend in June means, our annual pub lunch. Once again members came out and patronised the efforts of Ross Fleming and Brenton Gibb. The venue this year was Auchendareoch House at Mount Barker.

The day began with some members meeting at the CCC car park for a 10.30 start.

We enjoyed a leisurely drive through the beautiful Adelaide Hills via Clarendon, Kangarilla, Meadows, Echunga to Mount Barker. Time allowed for a coffee stop but most drove on arriving at Mount Barker just before 12 o'clock.

A large number of members opted to drive direct to Mount Barker and after initial "hello's" we made our way in to the function centre and selected our respective seating arrangements.

As usual we had a good gathering and after swapping a few stories enjoyed a delicious meal from a well catered menu.

Following the meal Cathy acknowledged the effort and selection of venue of Ross Fleming with the assistance this



Kevin Frith's 1934 Dodge DR

year of Brenton Gibb. A nice hot coffee finished off the day and by about 3.30 the cool weather had people heading for home after another great day and the usual successful Pub Lunch.

Thanks Ross and Brenton for the choice of venue and your organisation of this event.

Bob Haywood
Photos: Richard Tapp



Sheila, Margaret, Marlene, Allan and Pat

Vehicles on Display at Auchendarroch House



MEMBERS CARS

Fill up Your Calendar

“Do you celebrate your 63rd birthday in Adelaide at the All Chrysler Day in a 1963 Imperial Crown Convertible? You mean the same car you adored that a customer drove to the suburban bank you worked in as an 18 year old? This same car that up to two weeks ago you had not seen for more than 25 years? And on this All Chrysler Day you win Best Displayed Vehicle and Best Restored of Show with it?”

“Yes, yes, yes, yes and yes!”

“I enjoyed even more meeting a whole range of friendly people” says Paul Ryan, CRC member from Perth.

This all began in October 2010 when we returned home from an extended tour east via Alice Springs for the 15th annual reunion of the Truck Hall of Fame. That night, a close friend Ray Neindorf (family heritage from S.A.) informed Paul “Your car is up for auction at

Shannons in Melbourne”. Next day he provided Paul with all the information and a week later Paul was the successful bidder over the telephone.

Having forged a plan with fellow member and enthusiast Peter Wait just a few weeks before, to travel to Adelaide and beyond, towing and showing one of Peter's cars, these plans were changed to now show the newly purchased 1963 Imperial Crown Convertible. After all, the Imperial was already over there. Shannons were happy to keep the car in their showroom as a promotion for a few weeks.

With the generosity of Barry Just in Adelaide, it was shipped from Melbourne to Barry's home for storage until February. The plan was now to tow an empty trailer from Perth to Adelaide, participate in events in Adelaide, trailer the Imperial to events in Victoria, then leave the car and trailer

there, travel to Queensland, and back to Victoria to collect the car and trailer before returning to Perth.

For that, we needed a good trailer. After much research Glenthorne Trailers in Perth were engaged to construct a great looking, robust 3.5 ton capacity trailer. It was ready in early January and thoroughly road tested using Peter's '62 Imperial.

Sunday, February 11th was the Chrysler Expo in Perth a one day show close to home at which we showed four vehicles between us.

Five days later we departed Perth in Paul's 1982 Dodge Ram 150. It was packed with camping gear, an extensive cleaning kit, some items to improve the Imperial and some spray painting equipment. Following behind was the new road tested trailer. The journey was uneventful except for an electronic module



Paul Ryan on Tour to Interstate Chrysler Events

MEMBERS CARS

Fill up Your Calendar (ctd)



Paul Ryan's 1963 Imperial Crown convertible at All Chrysler Day

for the under/overdrive burning out on day one (happened before), improvised by bypassing of those electronics to make the unit work manually (happened before), rain on the Nullarbor (happened before) and the Nullarbor being very green (happened before). Luckily we did not find anyone broken down in need of a tow (happened before).

Some excitement and lots of intrigue was probably the best description for feelings upon arrival at Barry Just's place on our way into Adelaide.

After all, I had owned the car since October and not seen it in over 25 years. The photos from Shannons plus some sent (as they do) by Barry on its arrival in Adelaide, all looked good. Friends in Perth had seen it in the previous owner's collection and also commented very favourably,

as Barry did. We examined it, drove it of course, poured over it, put the roof down and up, loaded it onto the trailer and unloaded it and it all worked!!! Under the bonnet was a little shabby as expected from the photos. Having been in storage so long, being a little dirty was the only disappointment to our excitement.

Then it was time to leave the car in storage for another five days and the trailer for more than three weeks. Thanks to Lindsay and Brenton Gibb, we stored the trailer in McIntyre Motors yard.

Whilst in Adelaide we stayed with fellow car enthusiast and friends, Peter and Sue. The car and trailer would only complicate the next task, whilst staying with them to paint an early model Valiant wagon. With an inspection of the wagon that evening, work began in earnest

next morning. Two Peters behind the wet and dry sand paper one a novice, the other far more seasoned and Paul on the spray gun probably wishing his seasons on the gun had finished years before. Good progress was made from the Tuesday to Friday.

Saturday was however a new task. Fetch the Imperial from the Just's and clean it up as Sunday, February 20 was the All American Day. Leaving the under bonnet as too big a task to improve on in a day, the car was thoroughly cleaned and polished. Now its potential was beginning to be realized. Peter realized driving it that day from Barry Just's home, the speedo and odometer were recording in kilometres (speedo reads 200 kms. not 120 mph.) Ever since Paul first knew the car in 1966, it had been right hand drive and in 1966, kilometres had not even been thought of in Australia. The

MEMBERS CARS

Fill up Your Calendar (ctd)

glove box book shows Chrysler International Geneva Switzerland with pictures of both left hand and right hand drive dashboards for some Chrysler Products in 1963. We knew the car was purported to be originally owned by the Emir of Kuwait. Questions arose was it an export order or model? Was it converted to right hand drive in Perth or where? When more is known about the car, hopefully we can answer these questions.

Despite the early rain on the All American Day, to us it was most enjoyable. The concept of free admission for exhibitors, arrive and leave when you wish, no doubt contributed to the large number of people there, just to show their car and enjoy socializing with like minded people. The number and variety of American cars in Adelaide is outstanding. The friendliness of the people attending, was to us, also exceptional.

Our spray painting was



Paul's Appearance at Chryslers on the Bay

completed early in the next week after another two long days. Some improvements in the engine bay of the Imperial could now be made cleaning, some painting, new silencer pad and decals brought from Perth fitted.

Then, very sadly, we learnt of the sudden passing of our close friend, Ray Neindorf, who had alerted us to the car and the

auction. A lot of the shine was taken from this adventure.

We flew home to Perth the next week for his funeral. The mourning car used was Ray's 1951 Chrysler Windsor, which he had owned since 1960 and which he had shown for the first time since restoration, at the Chrysler Expo on February 6th, only 3 weeks before his death. Both Peter and Paul had done a lot of body work and all of the paint on this restoration.

Not only was the All Chrysler Day in Adelaide enjoyable because of so many friendly people CRC members, other exhibitors and general public but the cars fascinated us. Never have we seen so many varied Valiants proudly shown, loved and nurtured. Also many VH, VJ Valiant and CH, CJ Chrysler two-doors as well. The parts on sale for Chrysler Products at the swap meet stalls, shocked us. No wonder there is so little available in Perth, all the bits for sale are



The Sign Says it All

MEMBERS CARS

Fill up Your Calendar (ctd)

in Adelaide.

Saturday night was the much anticipated Chrysler Cruise and Paul was to have his first real drive of the Imperial. Unfortunately a heater hose came off as we headed up the South Eastern freeway, but it was easily refitted and with some water from generous fellow cruisers, we were quickly on our way and finished the cruise. Sadly, because the cruise started so late, these interstate cruisers were disappointed that we missed what was maybe great scenery, because it was so dark!!

Returning to Adelaide from Perth on the next Saturday, March 6, we could attend our next event, a Zippel Cruise. This was our first one as a participant. We invited Barry, Jules and Jarryd Just to join us on the cruise, it was also their first Zippel Cruise. Again the number and variety of cars was amazing to us. We also both enjoyed greatly the drive of a magnificent 1960 Chrysler 300F.

Paul Heading West



It drove just as well as it looked. Simply fantastic!

Next morning the Campbelltown swap meet impressed as being multiple times bigger than the largest in Perth. We picked up some bargains, despite a lack of room to store them.

Whilst in Adelaide we also visited collections of 3 other American car enthusiasts.

Our last event in this full

schedule in Adelaide was to attend the March CRC meeting. Our impression; the whole tone of the meeting was extremely positive. From there great things can happen.

As written by Paul Ryan and Peter Waite

Continued next issue

A very Impressive Outfit



OUR MOTORING HERITAGE

R Series Fifty Year Anniversary

Understanding the R series Valiant requires taking a look back in time so that the car can be put into perspective.

In the early 1960's the Australian motoring landscape was filled predominantly with Holden's and British cars, although the all new Ford Falcon XK was certainly making some inroads.

Chrysler would decide to enter the foray in January 1962 with their unquestionably superior R Series. The stage was set for a showdown, the idiom "The Big Three" quickly entering the vocabulary of most baby boomers.

We simply couldn't put it any better than Chrysler themselves, who prepared a press release clearly marked "Not for Publication before 11am, January 18th, 1962". It read..."Valiant Suited to Australia.

Engineers road tested the Valiant over thousands of miles to ensure it was entirely suited to Australian conditions. The Valiant passed all tests with flying colours".

The good news didn't end there, Chrysler detailing the performance and economy of the newcomer to Australian shores, the Valiant boasting a top speed of 94mph, and able to complete the standing quarter mile in a little over 19 seconds.

Chrysler engineers did indeed put the Valiant through some gruelling testing before its release; in a concession to the standard of Australian roads, the new Valiant was fitted with 14 inch wheels to allow better ground clearance, and the decision was taken to only use the bigger 225 cubic inch (3.7 litre) slant six motor, rather than the usual 170 cubic 2.8 litre motor fitted to US Valiant's.

The 225ci slant six produced a healthy 145bhp (108kW), which compared more than favourably with the Generals 138ci engine developing a mere 75bhp (55kW), and the [Ford Falcon XK's](#) 144ci engine developing 90bhp (67kW).

Officially unveiled by South Australia's Premier Sir Thomas Playford in January 1962, the

Chrysler Valiant R Series (or RV-1) was assembled in Australia from US parts - and as a consequence was almost identical in appearance to the 1961 US Valiant. This model would also find its way to other countries, sometimes sold as a Dodge or Plymouth.

The base model used a three speed manual, although unlike the competitors with their "three-on-the-tree" configuration, the gear lever was mounted on the floor, an indication of just how much more advanced the new Valiant was. Then there was the £136 (\$272) optional automatic, state of the art and push button, it simply blew the competition away. The gunmetal dash was also way ahead of its time, other manufacturers taking years to catch on with the trend.

At £1299 (\$2598) when new, it was not cheap when compared to the competition, but Chrysler were soon to learn that it didn't need to be, demand far exceeding supply. Holden's iteration was the EK, bulkier and without the beautifully sculpted and timeless



Bill Ellis and Geof Chase's 1961 Valiant R Series

OUR MOTORING HERITAGE

R Series Fifty Year Anniversary (ctd)



False spare tyre cover is R series trademark

lines of the Valiant, nor anywhere near the power, Chryslers new model was a winner, and deservedly so.

The motoring press and driving public were soon singing the cars praises, noting its lively performance, manoeuvrability, tractability (thanks largely to the vast reserves of torque, the slant six being good for 291Nm), stopping power, quality of finish, design, handling, the list went on and on.

The Valiant wasn't without some minor faults however, many lamenting the lack of synchromesh in first gear, and the 23 miles per gallon fuel consumption (12.3 litres per 100 km) proved far from being frugal, the small 10 gallon (48 litre) fuel tank ensuring the owner was

always reminded of the cars like of a drink.

There were also some styling features that proved contentious, although we would argue that they represented what was best about styling at that time. Most detractors likened the fake spare tyre mount to a garbage bin lid, while others though the profile overly "sculptured" and predicted the car would soon become a panel beaters night mare. Not many listened nor they should have.

Inside the Valiant appeared similar to the competition, but then to do the car justice you had to look beyond the fact that all in the big three were fitted with bench style seats. The gunmetal dash on the valiant housed far better instrumentation, including

speedo, fuel, temperature and ammeter gauges, and with the push button automatic transmission option, the interior looked far more futuristic than the competition.

The Valiant was also the first of the big three to adopt the use of an alternator instead of the then usual generator, smaller and lighter few would have realized the attention to detail in the R Series. The stage was set; the new Valiant was in every way a winner. That it sold out in a matter of days should have come as no surprise.

*Courtesy:
Unique Cars and Parts*

OUR MOTORING HERITAGE

Photos from the Chrysler Collection

As stated in the last magazine, the club has received a large collection of photographic negatives that were taken for use

by Chrysler Australia.

The club has purchased a high resolution film scanner and the task of scanning the negatives

has commenced.

Below are a couple of samples.



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1924 Dodge spare parts, chassis, motor and gearbox complete and running, wooden spoke wheels good condition, springs, cowling, fuel tank, doors, differential.

\$15,000 the lot or will separate Ph. Stephen Work 8349 8822

Mobile 0412 535 208

1926/27 Chrysler 60 series, (pictured) deceased estate.

restored by retired TAFE instructor in panel beating and spray painting. Owned for 57 years not driven since restoration. \$20,000. Contact Ralph Yates Ph.08 8552 3857

1933 Dodge Brougham short wheelbase with less than 50,000 miles on the clock. Factory options such as, radio, cigarette lighter, electric clock, automatic clutch and built in boot. This car has great history and comes with its birth certificate in the form of a certified copy of the Chrysler historical department build card,

that shows the build date, shipping date to Sydney, colours, etc. Original instruction manual with correct matching numbers and a sheet with 'parts removed for shipping' which was hand written in 1932. See Jan/Feb issue of the Collector for detailed article on this vehicle. This is the only short wheelbase 1933 Dodge Brougham worldwide and among only 4 remaining Broughams. Parts interchange with other 1933 Dodges except some body parts. An opportunity like this rarely comes up so "please consider" See pic. below. Contact Graham 0419 294 052

1967 Valiant VC Safari station sedan. Some work done, seat belts front and rear, period diamond dot radio, new floor carpets and cargo area floor mat. As with older cars there is more work to be done, or enjoy it now, ready to go. Ph Graham Bailey 0419 294 052

1967 Valiant VC V8 Ute
Reg. S786AJN, completely restored, passed Regency Park inspection. \$10,000.

Contact Kelvin 8162 9193

Mob. 0488 072 841

1981 Valiant CM, white, reg. UUU 889, reasonable condition, new water pump, minor rust. \$3,000. Philip 0403 664 100

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1927 Chrysler 50 4cyl tourer parts, 2 drive gears for delco remy distributor or complete distributor. Lower alloy distributor housing. Richard Munro Mob.0419 224844

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