



**THE
CHRYSLER
COLLECTOR**

Number 200

May/June 2012

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 5074ah 8165 3971
Vice President:	Dean Davis, 9 Washington Crescent, Findon 5023..... 0417 822 949
Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031 ah 8443 6311
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:	Peter Braham, PO Box 515, Prospect East 5082..... 8344 3288
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 - Tony Lennell, 2 Swan Street, Brighton 5048..... 8296 4583 - Lindsay Gibb 22 Lorraine Avenue Para Vista 5093 8263 5416
Federation Rep:	Allan Driver, 6 Hastings Road, Brighton 5048..... ah 8298 1194
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034 8293 7923
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168..... 8386 2931
Catering Coordinators:	Josie Miles, 40 Kym Street, Port Noarlunga 5167 8327 1993 Rae Cowie, 4 Grassmere Close Coromandel Valley 5051..... 8270 1829
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 29 June 2012. Corrections/amendments until Sunday 1 July 2012. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 2 Rosemary Street, Woodville West SA 5011 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

16th May 2012

Committee meeting at CCC in Mugford Room.

CLUB RUNS / EVENTS

20th May 2012

Run to Port Elliot to visit a private collection of memorabilia. More information contact Brian Miles 8327 1993

17th June 2012

Annual Pub Lunch Run. More information Peter Braham.0412 596 394

22nd July 2012

The first of two photo shoots for next years calendar. This is for mainly later model vehicles in the streets of Port Adelaide. More information contact Bob Haywood on 82683508.

4th August 2012

The second photo shoot will be at the Noarlunga Airfield for early model vehicles. (All vehicles welcome) The old aeroplanes will be flying around us on the day. Contact Brian Miles 83271993.

INVITATION/OTHER CLUBS' EVENTS

9th - 11th June 2012

Pirie and Districts Automotive Restorers Club Inc. 14th Biennial

Rally. Entry forms available from Brenton Gibb 8263 2908.

9th & 10th June

Mid State Mopars in Bendigo. Entry forms available. More information contact Brenton Gibb 8263 2908.

SWAP MEETS

5th - 6th May 2012

Naracoorte

13th May 2012

Pooraka

27th May 2012

Kapunda

Entry Forms etc

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

13th National Chrysler Rally

Warrnambool and the ship wreck coast

Sept. 29th to Oct. 5th, 2013.

The Warrnambool National Chrysler Rally entry forms are almost ready to be released. They will be distributed to each of the clubs in early June ready for the release date of Monday 11th of June.

They can also be downloaded from the Victorian club website www.chryslerclubvic.org.au, as of this date. There is an associated accommodation guide to assist

entrants in selecting their accommodation preference from one of the 4 accommodation venues. All of these venues are located an easy walk from one to the next. After the entry is received and recorded, an entry receipt will be sent soon after.

This is promising to be another great rally, and as organisers, we would like to see as many entrants as possible. Everyone who has attended previous rallies will know how enjoyable they have been, and can't wait for the next. We especially would like to see a lot of 'first timers' enter to experience all

that these rallies have to offer, then for all leave with enduring memories.

The accommodation will be allocated on a first in best dressed basis, so it is advisable to submit your entry early. During the entry period, an accommodation 'still available' list will be updated regularly and can be viewed on the Victorian club website. Entries will close on the 31st of March, 2013.

13th National Chrysler Rally Committee.

Sincere Thank You

A special thank you to all my friends in the club who made something special over the years for Margaret and myself.

We enjoyed many social gather-

ings on runs including breakfasts, lunches and dinners.

We took part in many rallies, both local and interstate. We have made many lifelong friends

during the time spent in our club. Thank you one and all for your sincere support and may I enjoy many more good times with you.

Ralph Winston

Cover Photo

Roy and Norma Schopp's 1927 Dodge 4 roadster. Photo: Richard Tapp from 2010 Chrysler Restorers Club 30th Anniversary.

COMING EVENTS

South Coast Run

20th May 2012

Meet at the old weigh bridge site on Main South Road at top of Taps at 9.00 to 9.15am for a 9.30 departure to a private museum at Pt Elliott. Morning tea at Mt Compass at the bakery or byo. Those who wish to visit the Port

Elliot museum (entry is a gold coin donation) can do so. Later you may like to wander the main street and have lunch at one of the local restaurants or bring a picnic lunch to have in the Horseshoe Bay park and enjoy the magnificent coastline

scenery. After lunch walk around the coast trails or visit the local antique/gift /craft shops. A detail plan and map for the run, will be given out on the day.

Brian Miles
8327 1993

Annual Pub Lunch Run

17th June 2012

The annual pub lunch is on again on Sunday 17th of June, which is the Sunday after the long weekend. This year we are going to the Pretoria Hotel in Mannum. The cost of a two course lunch is

\$25.00 per person. Bookings are essential please call Peter before Tuesday 12th June to advise numbers attending, if you have not already added your name to the list at meetings. Meet at Civic Park, Tea Tree Gully,

opposite Tea Tree Plaza Shopping Centre, North East Road at 10:00am for a 10:30 departure. Coffee stop planned on the way.

Peter Braham
8344 3288

Photo Shoot 2013 Calendar

Two day runs are planned, later in the year, for the purpose of photos for next year's calendar. A backdrop for the post war and classic type vehicles, is being sought with a BYO lunch following, at a venue to be chosen. We would like to see members bring out some

vehicles we normally don't see. This will be our July run, more information later.

Brian Miles is arranging a run on Saturday 4th August with a visit to the Noarlunga Airfield with a display and photos with vintage planes. Saturday was chosen as this is the only weekend day the

airfield is operational. We thought this may suit '20s and '30s vehicles. We are giving you plenty of time to get those "not often seen" vehicles out for a run and photographed for our next calendar.

Brian Miles
8327 1993

Back to the Flinders Ranges

1st – 9th September 2012

A trip is in the planning to visit the Gammon and Flinders Ranges. We will travel on dirt roads and intend

to camp at various locations along the way. Some camps will have amenities and some will not. (ie: bush camping) If you are interested

in joining us, please contact,

Lorraine or Trevor Beythien
8449 8905.

Jamestown Air Show

13th and 14th October 2012

If you would like to join us in a weekend away there are still vacancies at the Jamestown caravan park. Jamestown is about 3 hours drive from the city via Clare or Gladstone, the main event is on Sunday October 14 so you could just drive up for the day if you

want. The day is action packed with a comprehensive flying display, which includes World War 2 fighters and other aviation activities.

We have organised for our vehicles to be displayed at the airfield during the event which will give us a prime viewing area and avoid the car park

crush; last event there were about 7000 people in attendance.

If you would like to join us then contact the caravan park on 86641620 or 86640077 for accommodation, or ring us at home for further info.

Chris or Cathy
8165 3971.

FROM THE COMMITTEE

President's Message



As I write this, a group of car club members are enjoying the fresh ocean air at Stansbury.

These weekends away are the ideal time to make new friends and appreciate the fellowship that a group can offer. I am sure there will be tales to tell at the May meeting.

Sadly, our esteemed member Ron Hincks passed away on the 26th of March at the Daw Park Hospice where he had been since February. From all accounts Ron and Pat had a wonderful weekend at the Mount Gambier Rally in January 2012. Ron was in his element surrounded by younger female members (yes, it was his birthday again!!) and jokes abounded. He loved that last campout and came home happy but tired and was admitted to hospital at the end of that week. He was able to come home for short periods to see his cars and I know friends from the club were frequent visitors. Ron knew that there was a joke to be

told at the March general meeting and it was only fitting that his sparring partner Kevin Williams read it. Ron will be missed at meetings and club outings. Our thoughts are with Pat and family.

Chris and I have just returned from New Zealand and being members of a known and respected car club was certainly an advantage when Chris wanted to visit the Ashburton Vintage Car Club Motor Museum. Les and Marie Bennett met us at the museum, showed us the cars on display then invited us to their home to see their own collection and stay for lunch. We were surprised by their hospitality but they had met past President Doug Kennedy when he visited NZ approximately 20 years ago. Despite being "from over the ditch" that fact that they owned 2 Plymouths and we owned Chryslers was a bonus. My first overseas trip was fantastic and I am now planning our next trip to the Dodge Brothers Centenary in Chicago in June 2014.

The club has been invited to put on a display of cars at the Jamestown "Fly-In" weekend on October 13th & 14th. It was only

after attending this weekend in 2009 that I discovered how much fun an air show could be, hence our visit to Wanaka in NZ for the International air show at Easter.

Thanks to Vice President Dean Davis for chairing the April general meeting and Kevin Williams for covering Historic Vehicle Registrations while we were away. I was able to relax on holiday knowing that the club has a functioning and supportive committee.

Looking ahead, the Committee has its second meeting for the year in May and we will be planning the end of year functions, please speak to any Committee member if you have any ideas.

Happy and Safe Motoring

Cathy Woods



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton Gibb, Trevor and Lorraine Beythien, Ralph Winston, Peter and Jan Barham, Brian Miles, Cathy Woods, Chris Howes, Graham Bailey, Kevin and Barbara Williams, Ellen Haywood, Mike Osborne, Paul Ryan, Richard Tapp, Norma Schopp, Terry Jones, and Trevor Kelley.

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

WEBSITE STATISTICS

	Mar 2012	Apr 2012	April 2011
Visits	658	619	655
Pages	7,817	8,859	8,926
New Visits	57%	59%	34%

Bob Haywood

Statistics include photos but exclude videos.

CLUB NOTES

Vale Ronald John Hincks

Ronald John Hincks 1930-2012

One of the clubs early members and stalwarts sadly passed away on March 26th after a relatively short illness. Ron's health had been a problem for quite a few years but he always seem to persevere with it, he had that cheeky smile and perhaps the joke or two helped get him through.

Ron and Pat Hincks joined the Chrysler Restorers Club in 1992 and soon became a recognisable part of the club. They would arrive early at most meetings, helping to set up the room and assisting any one who needed help.

Ron and Pat were enthusiastic participants in runs, swap meets and rallies all over Australia. Where ever they travelled they made friends, with his ready wit, jokes and never absent smile they were a welcome addition to all occasions.

As his "Dad", a title I acquired while on the West Coast wander in 1999, we continued to banter across the room at meetings, during runs and any occasion where we were both in attendance. The title of "Dad" came about when we stopped at

a shop in Moonta on the way home, from the West Coast Wander, to get some lunch. When the young girl came to serve us, Ron put on a silly young voice and pointing to my lack of hair, he told her I was his Dad which she seemed to believe. Of course every one around joined in and I was Dad from there after.

Ron's cheeky smile, jokes and many stories will be greatly missed by all of us that knew him.

Kevin and Barbara Williams

We remember Ron and Pat in our early days in the club where they were always there for a chat and to make you feel as if we had known them for ever.

He was a regular at our monthly meetings, sitting in the same seat, probably to be far enough away from Kevin Williams. They bounced off each other with their friendly taunts.

Day runs were his favourite and he seemed to be one of the first to arrive and last to leave.

He was always a starter for Federation tours and enjoyed every minute of them. He loved those meal times, often sneaking the extra sweets hopefully



without Pat knowing.

Chrysler Nationals was their specialty, with many being attended far and wide. Warrnambool was his next one and no doubt we will give him some special thoughts while we are there.

I would get a phone call from Ron every few weeks. He loved a chat; he did most of the talking, I was a good listener and found his many life experiences very enlightening. An hour or so would go by, I would sometimes have to say I have a coffee going cold and he was happy to finish off with, "thanks for the chat".

Thanks Ron for your friendship, you will be sadly missed.

Bob and Ellen Haywood

Help Urgent Rally Badges

The club is still looking for the following national rally (tour) badges for the display board.

Numbers 2, 3, 4, 5 (Lake Hume?), and 11(Canberra).

I have a lapel badge for the 7th

(Bendigo) and a lapel badge for the Shannons 2001 national motoring tour to swap as well as a 1994 Bay to Birdwood car badge to swap if it helps to finish this project that has been going for too long now.

Please contact Graham Bailey or ANY committee member (in the front of the magazine) if you can help.

Graham Bailey

CLUB NOTES

What would Walter think?

Lindsay and Marlene Gibb getting the feel for something British



Paul Ryan's Scones

- | | |
|--------------------|----------------------------------|
| 1 Egg | ¼ cup milk |
| 1 Tablespoon sugar | 2 cups Self raising flour sifted |
| 1/3 cup cream | |

Preheat oven to hottest temperature.

Lightly stir egg and sugar to combine

Add cream and milk and mix lightly

Stir in two cups of sifted self

raising flour to an even mixture

Place on a floured board

Knead lightly, as little as possible

Pat out onto the board

Cut shapes; place the scones touching on an oven tray

Bake in a very hot oven -I use the maximum temp. for approx 7 -10 minutes depending on your oven

Makes about 10-12 scones

Paul Ryan

New Members

Stephen and Norelle Dunbar	Charleston	1971 Valiant VG sedan
Andrew and Peta Smith	Balaklava	1963 Chrysler Royal AP3 sedan
David Christie	Wilmington	1926 Dodge buckboard
		1935 Plymouth sedan
		1929 Graham Paige
Kevin Musolino	Basket Range	1946 Dodge sedan

CLUB NOTES

Trans-Tasman Chryslers

Marie Bennett and Cathy Woods with Marie's 1937 Plymouth roadster. She was the principle restorer of this car 35

years ago. Also Les Bennett and his 1929 Plymouth Coupe. Both at the Ashburton Vintage Car Club Motor

Museum NZ.

Cathy Woods



CLUB NOTES

History of The Chrysler Collector Magazine

Our magazine has reached a milestone, this issue being number 200. I have been involved only for the last couple of years.

This makes me a fairly junior editor when you compare it to 200 magazines. Following is a brief history of The Chrysler Collector, starting with the recollection of Norma Schopp.

March 1980 was issue number 1 by Barry Kenyon, which consisted of 2 pages and was at that stage bi-monthly.

Ron McNair took over the role of editor in March 1981 with issue 7. The first cover was created for issue 9 and consisted of four pages. Due to failing health Ron stepped down in July 1981.

The club now found themselves without an editor and issue 11 was apparently released by members of the committee.

Roman Gnilka stepped into the breach from issue 12 of August 1981 and continued until issue 20 in June of 1982; the highlight of this period was the October 1981 article titled "Valiant Bids Its Last Farewell". (*Source: Chris Howes*)

Norma Schopp, with the assistance of her husband Roy, became editor in July 1982. Issue 21 consisted of 10 pages and was back to bi-monthly. This was done with the aid of stencils and a Gestetner duplicating machine, all turned out by hand.

March 1983 issue 25 saw the new look blue cover with 12 to 14 page content.

November 1991 saw the first Restoration Services Directory produced, a separate booklet as we saw continued in future years.

The last issue Norma and Roy produced was issue 90 in January 1994. They were printing 200

copies of 14 page content, all by hand and found the job was getting too big for the facilities at hand.

(At this point, Richard Tapp takes over the telling of this story from Norma Schopp)

Tim Smeaton and Allan Martin took over as editors for the remainder of 1994, with Richard Tapp involved in the background. Richard remembers making late night visits to The Advertiser, after Allan's shifts ended, back when the Advertiser was on the corner of King William and Waymouth Streets in the city.

However during that year Richard bought some additional computer equipment which meant we did not need to use The Advertiser's - so that by the time of the 1995 AGM, Allan was able to step back and Tim and Richard carried on.

Tim always did most of the typing and Richard typically scanned all the photos - they were not digital in those days. Then they would get together and "flow" Tim's text into desktop publication software on Richard's computer.

When everything was made to fit, we would print out "master pages" which would be taken to a commercial printer.

As we got better at the process, we came to understand that Richard's printer was fine for text but was a limiting factor in picture quality.

Tim had a better printer at work, but there was no way (at that time) to get the magazine from Pagemaker on Richard's Macintosh onto Tim's Windows computer without buying expensive software.

Richard devised a way to get the "Desktop Publishing" appearance using rather complicated

formatting in Microsoft Word, a program that both Tim and Richard had in common.

From that point, Tim would be typing his articles straight into Word, then Richard would join him after hours at Uni SA and the scanned photos would be merged in with the text, then the complicated layout would be imposed on the document. This frequently felt like beating it into submission. This arrangement continued until November 2000, when Tim retired as Editor.

Richard continued on from January 2001 issue 132, and having switched from Mac to Windows, also switched to using Microsoft Publisher, as we do today.

Somewhere along the way we stopped submitting the magazine to the commercial printer as paper "proofs" and started submitting a computer file in PDF format.

November 2010 issue 191 saw Bob Haywood come on-board as assistant editor but by March 2011 issue 193, Bob was doing most of the work and Richard got Bob to accept credit for his work by swapping titles.

That's where we are today, with Bob doing the vast bulk of the work and Richard putting in an appearance right at the end, making a few suggestions.

We have issues 126 onwards on our website, fully indexed by Google; earlier issues are not available as computer files, although one day we might scan them ...

Bob Haywood
Norma Schopp
Richard Tapp

MEMBERS CARS

Sunbeam by Chrysler

1960 Sunbeam
Alpine Series 1

As some of you may be aware we have an addition to the shed collection. It came about back in February when the Maxwell moved to greener pastures.

With a vacant spot to fill we purchased a Sunbeam Alpine from Kapunda; Cath was a bit dubious but I had been a long time admirer of this little known make and when the opportunity arose could not resist the temptation.

Briefly, this one is a Series 1 car (there were 5 series in all) produced in 1960 in the UK by the Rootes group. It has a 1600cc engine, 4 speed transmission and comes with a convertible body plus removable aluminium hardtop. Quite popular

in the day, but largely overshadowed by MG and Austin Healey, they held their own in competition and did well at events such as Le Mans. They were even more successful in the European rally scene.

Whilst produced in the UK, they were shipped to the Australian Rootes group factory at Fisherman's Bend in Victoria and were sold along with locally manufactured Hillmans, Humbers and other British makes around the country.

So what has any of this to do with Chrysler you ask? It so happened that Chrysler UK took an interest in the Rootes group in 1965 and by 1967 had bought the company out. They then continued to manufacture the Hillman range well into the

1970s; the last of the Alpines being produced in 1967 with the Chrysler Pentastar badge affixed. Here in South Australia as we know, the Hillman Hunter was being built with the 1725cc engine which also powered the last of the Alpines.

We entered the car in this years All Chrysler day and of course it raised a few eyebrows, which is understandable, as these days not a lot of people know the history of this make,. Nevertheless it picked up the Best Classic 4 Cylinder trophy.

So look out for this quirky little 4 cylinder amongst its bigger cousins on future runs. Oh and by the way, the name of its designer was Kenneth Howes.

Chris Howes



PAST EVENTS

Mount Barker Power of The Past

Sunday 4th March 2012

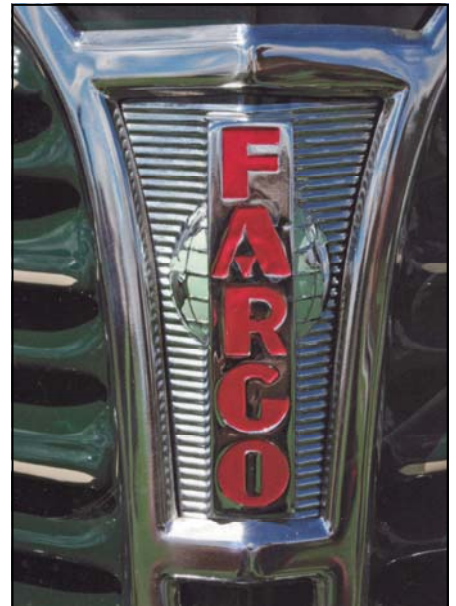
We left home around 9.15am and drove up what we call the back way, through Inglewood, Chain of Ponds, Lobethal, Woodside, to Mount Barker.

We arrived at the oval around 10.30am and found some members already there with more arriving a short time later. Twelve of our club members attended including Paul Ryan and Peter Wait from Western Australia along with R and S Series club members. These members cars were parked in the

Kevin and Barbara Williams' 1937 Plymouth P4 sloper



Trevor Kelley's 1946 Fargo



Chrysler Restorers Members S Series



PAST EVENTS

Mount Barker Power of The Past (ctd)

centre of the oval, as the 50th anniversary of the introduction of the Valiant to Australia was being recognised as part of this year's event. BSA motor cycles was also celebrating a birthday.

Many other car clubs were represented and parked around the perimeter of the oval, along with a variety of stalls and a swap meet located at the lower part of the grounds. There were also numerous stalls and displays in the show pavilion

Adelaide Hills Motor Restorers Club members had the



Bill and Margaret Ellis' 1961 Valiant R Series



The grand parade was great with some very well restored tractors, cars, motor cycles and trucks taking part.

The weather was near perfect adding to a most enjoyable day. We left at about 2.30pm calling in to visit our daughter and son-in law for afternoon tea and arrived home at around 6.30pm to round of a terrific day.

*Kevin and Barbara Williams
Photos Kevin Williams and
Bob Haywood*

predominant amount of vehicles on display, with the general consensus of those we spoke to being that Trevor Kelley's Fargo was the stand out restoration, "well done Trev".

I believe there were substantially more stationary engines on display than our last visit a few years ago, with some being so magnificently restored. The largest the largest of these being a Blackstone oil engine that had been in a Murray River pipe line pumping station.

Les and Kaye Johnson's 1925 Chrysler 70 buckboard



PAST EVENTS

Westward Ho the Dodge

THE TURKEY RUN WITH THE MORRIS REGISTER

Sunday morning and we headed up Harrison road to the Morris Register's club building. Riding in our stagecoach whose destination sign indicated Dodge City, or may be it's just Dodge. At the staging post, aka Morris clubrooms, we became travelers to the 'Old West'.

We registered and were handed our travel details, trading money and a sealed cigar box with instructions that we must not open it or allow it to be taken from us. Ha!

Around the hall, in frames, hung pictures and texts, these were the clues to the questions and puzzles we would be presented with as we travelled through the Old West. So we mingled with our fellow travelers, coffee in hand trying to absorb all the details. Amongst us were ordinary folk who were the frontiers men, Indians, buffalo hunters, gamblers, gun slingers and dance hall girls. They were easily recognized especially the big guy

with the rope around his shoulders, it had a running noose at one end, his mate had a shotgun and they both looked as if it was party time!

They seemed friendly enough as they dispersed to their trading posts leaving the rest of us trying to absorb the clues. Then it was time to leave (what quaint little cars they have). There were five posts to visit in no particular order and our first was the gambler.

My father taught me to never trust a man in a fancy waistcoat with a gun. He was so right and Bill Watson sure knew how to shuffle that deck. Does any body know the alternative name for the card game called "Fargo"? no Points for that question. Peggy, although dressed for it, refused to do the Can-Can. aaw!

Next we found the Indian village, of course out came the magic tricks I still don't know how the little ball arrived in the squaw's cleavage. She then invited me into her tepee, probably for a cup of tea, Dilys said, "Better not".

So I didn't. I scored better with the arrow throwing trial so we got some points there.

Onward to the pony express station. Here we did a timed trial, which involved a triangular street circuit in the car. We weren't told how long it would take and we should proceed at about fifteen kms per hour. Convert that to mph and when the little hand points to!!!! you can see the problem. Turns out that the required time was two minutes.

We got two minutes thirteen seconds, no cigar! some got very close. When we returned we were asked if we'd seen any Indians. I ask you, in Alberton! didn't even see a taxi. Me, I thought I had enough to do watching the needle.

As we about to move off Dilys says, "This bloke wants our box." "What bloke" I asked holding the take-off. "The one with the gun" She replies indicating a smiling guy dressed in black leaning in the passenger window with a foot feeling for the running board, there isn't one.. he lost the

Terry and Dylis Jones



PAST EVENTS

Westward Ho the Dodge (ctd)

nonchalance but kept the smile. Turns out he's a pinker ton man. The smile had me confused. "Just do it" He waved the gun. So I gave him the box. He removed the seal, and then exposed the fifteen or so shot gun cartridges the box contained. Oh no! "Trading with the Indians are we?" he asked. Would we do that? I thought of the money we'd been given and he *was* wearing a black hat. Suffice to say bribery and corruption worked well. Phew!

We took a wrong turning looking for the buffalo hunters and found out where those kamikaze pilots who drive those big yellow B doubles up South Road go to worship on Sunday.

I don't think I impressed him with my parking outside his depot as we studied the map.

We found the buffalo hunters, and what a rough looking pair they were, armed with guns,

skinning knives and a question "OK where was the main base of the buffalo trade"? Right! Well! Now what did it say on the clue sheet hanging on the clubroom wall. These blokes weren't as tough as they looked, despite their blood soaked pants. By comparing notes with Dilys we fumbled an answer that got us some points. We also shot some buffalo with a potato gun and scored some more points.

Then it was off to solve the Great Railway mystery. A diagram of which had been hung on the wall with the clues. A sensible person would have made a sketch of the puzzle and thought about it while we were looking for Indians, killing things and dodging Pinkerton agents. But like all after thought, it was too late. However in a flash of inspiration I worked the model train system and produced a result. "Wow" said the lady conductor. More points.

We returned to the clubrooms and had lunch whilst the points were toted up.

The folks from The Wild West straggled in and joined us adding to the friendly banter of answers and where we went wrong. When the scores were announced we came in with 28 points whilst the winner (for the second year) scored 50 points. I could blame the gambling with cards for our downfall, or maybe we should have taken up the squaws offer, or shot more buffalo, perhaps we didn't offer the Pinkerton agent enough of a persuader, who knows? It was a most enjoyable outing and thanks to all concerned.

We look forward to next year. We've been told the theme is to be Marco Polo and John has advised us to learn Mandarin Chinese. I might give Kev a ring

Terry Jones



PAST EVENTS

Port Vincent and Stansbury Salt Water Classic 2012

21-22 April 2012

Several of our 15 members who attended the weekend met at Bolivar on Friday morning, for the trip to Stansbury Caravan Park.

We were very generously invited for lunch at Derek and Joy Birkin's garage in Ardrossan on the way. Joy put on a great spread for 23 of us. Thanks so much Joy. After lunch the girls went to the second hand shop and the fellows chatted about cars at the workshop which Derek and Joy have restored to the original Chrysler dealership colours and the layout of the early 60's. (nice job)

We then all headed off to Stansbury to camp for the weekend. Some went to the hotel for dinner where Garry Williams won a meat tray.

On Saturday it was a bright start to the day and we were on display in Pt Vincent.

It was great to see so many wooden boats cruise across the bay from the marina to the town. Not very long after they arrived and the Navy band started to play, the weather turned to almost a gale, so the event was cancelled.

That night we all had a BBQ with the meat tray that Garry had won. We started with happy hour in the camp kitchen with the Humber club at the next table and some of the stationary engine people. Many tales were told and I am not sure if all were true!!

Sunday morning we arrived at our display area around 9am and most went for a walk around the Stansbury markets, where we bought all sorts of produce from

the area. Trevor bought a dozen oysters and when he got home he found that they had given him two dozen for the price of one.

Stansbury had a big display of wooden boats, cars and stationary machinery.

After the Salt Water Classic presentations we departed back to the caravan park and had the usual happy hour that goes on until after tea.

Overnight it rained and rained and rained, so many found out where their caravans leaked.

Monday morning we set off home calling into Derek and Joy's in Ardrossan on the way and Derek had organised for those that called in, to see a private garagenalia collection of oil cans and enamel signs. It was amazing!!

We travelled home in very stormy weather but it was great to see so many attend this event.

Thanks for your company.

Lorraine Beythien



PAST EVENTS (CTD)

Port Vincent and Stansbury Salt Water Classic 2012 (ctd)



Peter Wait's 1960 Chrysler 300F



MEMBERS CARS

My 1946 Fargo Truck Restoration

Sometime in 2006 at the Littlehampton market a long time resident of the town, Alan, had asked if I was interested in a 1936 Fargo truck. Now, having just got sold a 1936 Le 30 Dodge I thought no, too much wood in the cab for me, but said that I would come and have a look.

Six months later, again at the same market, the same person reminded me that I hadn't been around, so with a feeling of guilt I said I would come that afternoon and duly did, "well"!

What I saw was a cab (T J Richards all steel was a plus) sitting on a chassis without a tray, engine block in position, axles and wheels,. There was no sign of a tray, guards, grill, bonnet or other panels, but he assured it was all there in a shed. My guess was that it was a 1946, perhaps my hearing had failed me, thinking it was a 1936.

Realising it was a 1946 I showed a little more interest, I thought, this may have some potential after all. After a brief look around and finding what looked to be most parts a deal was struck and arranged to pick it up the following day.

I tried to get some history of the truck from Alan, all he could tell me that the unknown owner had donated it to the Mount Barker High School, around 1992 as a project for selected students. After about three years it was abandoned and Alan being the groundsman at the time offered to take it home. I ended up with it ten years later.

I was able to get every thing home with the use of my Dodge D5N truck in two trips. When I returned home with the cab and chassis I left it on the truck overnight. A shower of rain highlighted a name on the driver's door but it was



unreadable. I will get to that later.

Prior to dismantling anything, I took numerous photos which proved to be invaluable during the restoration.

Out with the spanners, cab off, engine block removed, springs and axles off and I have a bare chassis. Doors removed and when lying the driver's door on a trestle I was able to decipher the sign writing, finding it to read, N M Bain, Apiarist Cockatoo Valley. A few weeks later while the sandblasting was being done I decided to visit an old friend at Mount Crawford. I told him of my find and the name on the door and he said "Norm Bain, I wondered what happened to that truck". He said it was immaculate when he owned it and that he had passed away. He offered to give me a contact number of the owners wife who now lives in Gawler.

I later contacted this lady and was able to collect an important bit of the vehicle's history. It was purchased new by Norm Bain from Langbein Motors, in 1946, in Gawler. Norm died eight years later and the apiarist business was run by his son for 12 to 14 years.

The truck, along with the business, was sold to a farmer at Kangaroo Flat near Mallala.

As parts came back from the sandblaster with the help of my son, Davin, they were painted and attached to the chassis which I had placed on drums for ease of working on. The springs had been reset but found a problem with the different type of shackle assembly. With the help of a fellow club member I ended up searching for parts from Wingfield to the back of Murray Bridge.

Front brakes, steering king pins, new tyres on wheels, and I now had a rolling chassis, using a foreign diff housing. The cab was away having some major rebuilding and rust removed.

It was about this time that other priorities in my life meant that very little was done for a period of 3 to 4 years. After my dear wife of 49 years had passed away I decided to concentrate on completing the Fargo

As birthdays were coming and going I decided if I was going to drive this vehicle I had better get some professional help with the body work. A paint and panel shop

MEMBERS CARS

My 1946 Fargo Truck Restoration (ctd)

was selected and Tony, the owner was only too pleased to tackle this project as it was something different for him. When he started talking 2 pack etc my visions of trips to Gawler Ranges and Flinders were looking further away.

As the driver's door was the only panel that had not been sand blasted it was used as a template for the paint colour and pattern and the painting began.

While this was happening I took the engine block to be assessed and was bored to 3 7/16 and bought standard pistons, had the crank ground, head skimmed and valves seated. A timing chain created some problems with phone calls to 4 states without success.

In the meantime the gearbox was giving some problems. After a new cluster gear was found I couldn't find a first/reverse sliding gear. I found one out of a crash box but the internal diameter was smaller. So in desperation had it machined, retempered, added new bearings and a new handbrake lining and the gearbox was ready.

The paint and panel boys had been busy, cutting, shutting and welding, then found to be to the stage where they needed to know where the tray fitted to the back guards. I had set aside some timber that I thought would make a tray so after lots of measurements a mock up tray was produced. New brackets had to be made to support the new guards as I didn't want them bolted to the tray. The only parts of the original tray were the end caps for the cross members which I reused, the coming rail was replaced as the original was too rusty.

By this time the cab had been painted and it was suggested, due to lack of room at the paint shop,

that I should take it home. This allowed me to carry on with fitting various parts, windows, tray construction, engine assembly (I had not yet found a timing chain). All windows fitted, had new front and back glass made, rubbers installed along with new bailey channel.

A new wiring loom was purchased and installed, starter motor and generator overhauled, all the time hoping what I learnt during my apprenticeship was still in my mind. All original dash instruments cleaned and installed, a new indicator disc was made, the speedo had to be rebuilt from parts I had collected over time.

A metal glove box from an International KBS5 truck was chosen over a cardboard type. Hand painted the wording on the dash control knobs, polished the steering wheel, and repaired the horn button.

The headlights and parking lights had rusted but was able to find a well known vintage car restorer who said he would be able to restore them and was a pleasure to watch someone that has those expertise. After a couple of hours he has a finished product ready for

paint. Was able to find glass for these lights on Ebay after searching the country side.

Fuel tank was repaired with the help of some solder and epoxy resin to fill any pin holes, then fitted.

I didn't feel confident with building the tray so with the help of my son's mate, who just happened to be a cabinet maker, the job was in good hands. I was made technical adviser and ended up lunch boy. Between my son Davin his mate and his brother and myself I ended up with tray to be proud of especially after it was oiled and beeswaxed.

As this was being completed I had a visit from the original owner's wife and son to see how the project was coming along. She was delighted to see the old truck with the comment "many a tin of honey I have unloaded off that"

*As told by Trevor Kelley
Part 2 next issue*

If you want a sneak peek at what the restored vehicle finished up like, have a look at the Power of the Past report in this issue ...



Trevor with the original owner's wife and son.



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CHRYSLER

Walter Percy

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16 ft Roadmaster caravan, logo still attached, annexe, FB Holden wheels with hub caps. Summertown. Brian 8390 3286 or 0438 903 286

1919 Dodge engine in recon. Condition (view cam follower box, very low miles),

Chrysler or Plymouth, possibly, tail light (see pic) \$25 Les Johnson 8398 2311

1924 Dodge starter motor and generator, distributor cap box of Stewart carburetors,

1925 Dodge 4 wooden spoke wheels with drums excellent condition. Jeff jfcpeng@aol.com

1929 Dodge Senior Six parts, complete front and rear end, gearbox, steering box, clutch and pressure plate, 4 x recondition wheel, engine block and head and other various parts. Asking around \$1000. Wayne Jones 0400 230 964 (Devonport Tas)

1930 Chrysler '66' roadster unrestored condition, some spares incl. engine, diff, gearbox etc., also a set of five new tyres. \$6,000 ono, Terry Rowe 08 8332 5907 or 0402 082 509 (see pic)

1956 Dodge Kingsway (ex Ross Fleming car, see pic), has been detailed, new battery, starter motor has been replaced. Would like it to stay in the club. \$10,000 Brad Slade 0400 283 596

1960's Honda SS50 fully restored very quick 50cc motorcycle. Jeff jfcpeng@aol.com

AP5 Valiant. Stored for 21 years, brakes not working may need new seals, drives around block using handbrake. Repainted and sealed many

years ago. Paint has peeled and begun to rust mainly on drivers side, surface rust, but would need full respray and restoration, chrome pitted. (see pics) 52,000 original miles. Carol Wimshurst Millicent 8733 1146 0439 839 150 \$2,500.

VC Valiant wagon, automatic, not running unregistered. Megan 0403 816 041

XD Ford on ute panel van, 2 tail lights, excellent condition, best offer. Kevin 8251 3240

1976 Galant GD auto. Regretably it has to go, sits in the shed gathering dust and begs to be used more frequently; so somebody make Cath happy and use it. Currently on historic reg to mid May SFV 399. \$1500 neg. Ring Cath or Chris AH 8165 3971 (see pic)

1981 C.M Regal Sedan 6 cylinder, registered, has some rust around lower edge of vinyl roof, fair condition. \$2500. Also a spare identical car in poor condition. \$500. Jim Mustakos 855 63016

WANTED

1924 Dodge screw on petrol cap. Graham Haggie 8568 2477

1925 Dodge 4 manifold urgent Brian 08 8332 1510 or 0419 262 488

1925 Chrysler 70 parking light, and wheel cap Les Johnson 08 8398 2311

1927 Dodge fast 4 amp meter(white face) Brian 0412 497 772

1937 Dodge sedan parts, air cleaner,

inner door handles, front grill badge, tail light glass lens, boot handle. Malcolm 08 8278 6813 after 7.00pm.

1954 Plymouth name badge for boot lid, 2 "Savoy" badges for front guards. 0419 378 056

1957 Chrysler Royal upper rear window moulding, possibly other parts. Daniel 0414 607 461

CL Valiant wagon RHR tail lamp indicator lens or complete lens. Len 0402 619 034

Valiant ute, Brett Newley 0402 833 281

1974-77 Chrysler Galant GC GD parts, bonnet, l/h front door, l/hand mirror, l and r rear wheel arch trims, rear badge, front and rear bumpers. Malcolm 08 8278 6813 after 7.00pm

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None this issue ...



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