



THE CHRYSLER COLLECTOR

**Number 232
September/October 2017**

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

Club Officers

President:	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ah 8322 1715
Vice President:	Brenton Gibb, 18 Caroonna Avenue, Modbury Heights 5092 ah 8263 2908
Secretary:	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092 ah 0417 853 291
Asst. Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031 ah 8443 6311
Treasurer:	Alan Driver, 6 Hastings Road, Brighton 5048 ah 8298 1194
Editor:	Richard Tapp, 17 Simpson Parade, Goodwood 5034 ah 0439 682 011
Assist. Editor:	Bob Haywood, 2 Rosemary Street, Woodville West 5011 0407 601 803
Librarian:	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 0412 790 550
Assist. Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087 ah 8261 7971
Technical Liaison:	Chris Howes, 4 Peter Place, Campbelltown 5074 ah 8165 3971
Public Relations:	John Goddard, 22 Stephens Avenue, Torrensville 5031 ah 0435 107 854
Runs Coordinator:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092 ah 0417 853 291
M/ship Vehicle Records:	Sharon Gibb 18 Caroonna Avenue, Modbury Heights 5092 ah 8263 2908
Historic V Registrar:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044 0498 485 934
Committee:	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093 0412 790 992
	Jeff Knowles, 7 Stanley Street, Hillbank 5112 8255 8671
	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 0412 790 550
	Bob Haywood, 2 Rosemary Street, Woodville West 5011 0407 601 803
Federation Rep:	Alan Driver, 6 Hastings Road, Brighton 5048 ah 8298 1194
Combined Car Clubs Rep:	Vince Isola, 4 Grigg Court, Clarence Gardens 5039 7007 4461
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092 ah 8395 3919
Catering Coordinator:	Cathy Woods, 4 Peter Place, Campbelltown 5074 ah 8165 3971

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 27 Oct 2017. Only corrections/amendments accepted Sunday 29 Oct 2017.** 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

Mon 18 - Fri 29 Sept 2017
Bay to Birdwood and Motorfest

See invitation/other clubs events.

Greg Lind

Sun 29 Oct 2017

Callington Show- Car Display

Meet at CCC 8.15am for 8.30am departure.

Greg Lind

Sun 19 Nov 2017

Tour to Tea Tree Gully

Meet at CCC 10:30 for 11am departure.

Greg Lind

Sun 3 Dec 2017

Christmas Run. Beefacres Reserve.

Sharon Gibb

Jan 2018

President's breakfast run. Details next issue

Caroline Harris
ah 8322 1715

Saturday 7th & Sunday 8th April 2018

The Laura Folk Fair.

Brenton Gibb

INVITATION/OTHER

CLUB'S EVENTS

Mon 18 - Fri 29 Sept 2017

Motorfest Events and Sun 24

Sept 2017 Bay to Birdwood

Information on Motorfest events and entry forms available also entry forms Bay to Birdwood event available. Entry forms also available

www.baytobirdwood.com.au

Greg Lind

0417 853 291

Thu 21 - Sun 24 Sept 2017

R and S Series Valiant 7th

National Rally, South Australia.

G Lind

0417 853 291

Sun 24 - Sat 30th Sept 2017

National Veteran Vehicle Rally

Clare area.

Peter Templer

0417 081 502

rally2017@vccsa.org.au

Fri 20 - Sun 22 October 2017

Auto Collectors Club of Murray

Bridge

7th Biennial Twin Bridges Rally

Roy Bregtag

PO Box 2124

Murray Bridge

SA 5253

Contact Greg Lind for accommodation information

0417 353 291

SWAP MEETS

Sun 15 October

Strathalbyn

Sat 18 to 19th November

Bendigo

Entry Forms etc

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



New Members

Joshua Pike & Elizabeth
McFarlane, Coromandel Valley
1965 Valiant AP6 V8 Sedan
2008 Chrysler 300C Sedan

Geoffrey & Sandra Davis, Waikerie
1962 Chrysler S Series Sedan

Stephen Noske, Macclesfield
Anne Grace, Christie Downs
1954 Dodge Kingsway Sedan

Justin Poland, Happy Valley
1929 Chrysler Series 66 Sedan

Lee & Donna Griffiths, Woodcroft
1925 Maxwell Tourer

Neil Barns & Nadezda
Shapovalova, Coffin Bay
1935 Dodge KC Roadster

David Hannan, Kimba
1929 Dodge Victory Six Budd

Lucas Pavli, West Croydon
1966 Chrysler VC Sedan

John and Kay Mossop, North Haven
1966 Dodge Phoenix Sedan

Richard Daly, Valley View
1972 Chrysler Hardtop

Craig & Valerie King, Modbury North
1969 Rambler AMX Coupe

Cover Photo

Don and Beryl Knowles 1929 Dodge truck. Photograph by Richard Tapp at 2017 Calendar photoshoot

COMING EVENTS

Motorfest and Bay to Birdwood

Sept 18th to Sept 29th 2017

Motorfest events as planned by various car clubs. Entry forms and

information available.

Classic vehicles Bay to Birdwood run September 24th 2017.

Greg Lind
0417 853 291

Callington Show– Car Display

Sunday 29th October 2017

Meet at CCC car park at 8.15am for 8.30am departure to Callington Show Ground. We will be presenting a display of cars on the day. Cars will need to be in the

gate by 9.30am and stay until 4.00pm. The display will be on the lower oval. Come along and enjoy a great day of exhibits and over 100 stalls, live music and sideshows. There will also be a

climbing wall, art workshops, sky diving, Jack Russell dog races, working blacksmith and hobby expo. **No dogs allowed.**

Greg Lind
0417 853 291

Tour to Tea Tree Gully

Sunday 19th November 2017

Join us for a lunch outing to the Tea Tree Gully hotel, followed by a visit to the nearby Tea Tree Gully Heritage Museum.

Meet at the CCC club rooms Glandore at 10.30 for an 11.00

departure, an hour's drive through the lower hills will bring us back to the Gully for lunch at 12.00.

Following lunch, stroll across Haines Memorial park and take a tour within the grounds of the Heritage Museum.

Bookings essential as a deposit for lunch will be required; attendance sheets will be passed around at the next two meetings.

Chris Howes
Cathy Wood
8165 3971.

2017 Christmas Picnic

Sunday 3 December 2017

2017's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, near the Darley Road Bridge. Assemble at 10.15am at the CRC clubrooms for a 10.30am departure. On arrival at the reserve there will be various children's activities to entertain the children until lunch time.

A Chicken lunch, plates, cutlery, serviettes and Christmas gifts for children under 12 years old who

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

Cost per family is \$10.00 (2 adults only + children under 12) 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 and Nov meetings. If you don't attend the meetings please ring or email

with numbers for lunch and children's names, sex and ages to allow time for purchasing & wrapping of gifts. Please let us know all details by the 15th November, 2017.

(PLEASE NOTE THAT GIFTS WILL ONLY BE GIVEN TO THE CHILDREN WHO ARE LISTED AND WHO ATTEND ON THE DAY)

Sharon Gibb
Home: 8263 2908
Email: bsgibb22@gmail.com

Laura Folk Fair and Melrose Campout

Saturday 7th & Sunday 8th April 2018

The Laura Folk Fair is a two day event and the plan is to attend on the Saturday, placing cars on display and wandering around checking out this great event and then proceeding on to Melrose, the oldest town in the Southern Flinders Ranges staying at the

local caravan park nestled at the base of Mt Remarkable.

This is a beautiful setting alongside a stony creek bed with 40 powered sites and 9 cabins ranging in price from \$60.00 to \$130.00 per night (double) or bunk house accommodation at \$20.00 per person.

I have booked the bunk house and

if you wish to join us please ring me on 82632908 or If you plan to stay in cabin accommodation or on a powered site please ring the caravan park direct on (08) 8666 2060 as soon as possible to guarantee a spot. Plenty of things planned for the Sunday.

Brenton Gibb
82632908

FROM THE COMMITTEE

President's Message



Greetings all. Welcome to the September/October issue of The Chrysler Collector.

Thank you for the positive input to my stepping up to the position of President of what I know is a very strong, sociable and highly thought of club.

With the incredible mix of dedicated members, all out to keep the fleet of "Chrysler/Dodge Family" of cars together and on the road, we are moving with the times and will remain strong.

A brilliant representation of this was the attendance for The Willunga Pub Lunch, and the McLaren Vale/Serafino's Photo Shoot. What an incredible range of cars. Thank you to all who organised and big thank you to all who attended, big mention to our new members from Whyalla who took the time out to show us their magnificently restored Dodge truck.

I thank my predecessor, now Vice President, Brenton Gibb for his valuable input and I know he will continue to guide me. A big

Thank You to all the committee members who also make a solid foundation for this club, whom will also be my guides. I look forward to working with you all in the coming future. To the new committee members, welcome.

I would like to thank Richard Tapp, an incredible knowledgeable man with cameras/computers etc, previously Assistant Editor, for stepping up to become Editor of our magazine again, taking over from Bob Haywood. Thank you to Bob for your hard work over the previous years.

To Vince Isola, thank you for taking over from Ken Barnes as Combined Car Clubs Representative and I thank Ken Barnes for his 17 years of service in this position and as Treasurer for the CCC. No more worries about the cans now Ken!!

Thank you to Greg Newley for offering to do our monthly raffles, taking over from Lindsay and Marlene Gibb. I thank Lindsay and Marlene for their years of work also.

To all those retiring from positions, please sit back and enjoy now, and take warmth in the knowledge that you have all

done a brilliant job and are truly appreciated.

At the August Committee meeting a Sub Committee was formed to write a new constitution to include the new Code of Practice. More will be announced in next magazine. Thank you to my side kick/Roadie, Bruce Bragg for being my tech man with the P.A system set up and anything else technical, and reminding me of Club Rules and the new Codes of Practice.

Carolyn Harris.



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Ann and Greg Lind, Chris Howes and Cathy Woods, Carolyn Harris, Brenton Gibb, Graham McRae, Jeff and Sharon Knowles.

Many thanks to the magazine despatch team, being Sharon and Brenton Gibb, Ann and Greg Lind and Ellen Haywood.

Please submit articles and entries to the magazine as early as possible but no later than the Friday date shown on page 3.

Richard Tapp

WEBSITE STATISTICS

	Jul 17	Aug 17	Aug 16
Sessions	346	318	401
Users		234	327
Page views	876	755	939
Pages/session	2.53	2.37	2.34
Average visit duration	2.57	2.29	1:13

FROM THE COMMITTEE

Club Registration

The procedure for registering cars that have been modified has been made much simpler under the new code of practice for Club Registration (formerly Conditional Registration). While some modifications to cars require no specific documentation, this is not the case where the modification is a significant change that affects the roadworthiness of the vehicle.

For information on this, the Vehicle Standards Fact Sheet "Light Vehicle Modifications" available from DPTI website as below must be consulted, (https://www.sa.gov.au/_data/assets/pdf_file/0017/10727/MR1457-Modifications-to-vehicles.pdf) Where these require an exemption certificate, the original must be presented along with the MR334 from the club at the time of applying for Registration.

The below information has been received from the Federation in support of this. While it specifically refers to LH drive vehicles, it covers all exemption

certificates:-

"We have received some feedback that financial members of recognised clubs, under the Club Registration Scheme, who have vehicles that require exemption certification, have been presenting for initial registration without their exemption certificates, particularly for left hand drive vehicles.

I am hoping that the Federation could pass on a reminder to your registered clubs that it is a requirement under the Code of Practice, Part Three section 3.3 that they bring the original exemption certificate with them at time of application, along with the MR1 and MR334. Should an applicant present without their certificate, the application will not be accepted and they will be asked to return at another time with the exemption documentation..."

Graham McRae
Registrar

We are on Facebook!

At the request of the August club meeting, Bob Hayward has created a Facebook Group for us.

The Group name is "Chrysler Restorers Club of Australia SA Inc.". Bob had to drop "The" off the front or it didn't turn up in searches for Chrysler!

Currently the link is a rather catchy
<https://www.facebook.com/groups/1944388189140710/>

There is a procedure for changing the number to something meaningful and hopefully we will become <https://www.facebook.com/groups/crcasa/> or similar, but only time will tell.

The Victorian club also have a Group:
<https://www.facebook.com/groups/chryslerclubvic/>

The NSW club are also on Facebook, but they have a Page rather than a Group. Technical stuff, eh!
<https://www.facebook.com/chryslerclubnsw/>

So what has been posted to our Group?

- There have been reposts of Chrysler cars and parts that are for sale on other forums such as eBay, Gumtree and on other Facebook pages and groups.
- There have been notifications and reminders of events and subsequent reports - eg Clem Smith auction and Drive Your Old Car Day.
- There have been links to Chrysler related

videos, such as the Shannons videos on the VG Valiant, Dodge Phoenix, VH Valiant and the R&S series Valiants.

Other relevant pages for our members include the following:

Chrysler Car Club SA
<https://www.facebook.com/chryslerclubofsa/>

Chrysler Royals:
<https://www.facebook.com/groups/540604059302880/>

Valiants
<https://www.facebook.com/groups/1591525834446478/>

Dodge AT4 and D5N
<https://www.facebook.com/groups/130171100344285/>

Chrysler group buy swap sell
<https://www.facebook.com/groups/240429966088932/>

Some people are negative about Facebook, with concerns about "over sharing" and the like. That's a genuine concern, but Facebook provides privacy controls and even regularly reminds people to check their privacy settings. It is what you make of it.

Richard Tapp

CLUB NOTES

Minutes of Club Meeting

The Chrysler Restorers Club of Australia, SA Inc

Summary of minutes of the meeting held 12 July 2017 – commenced 8 pm

New Members & Visitors

A couple of visitors attending with members

Sick List - Nothing reported

Minutes Previous Meeting

Read and moved by A Lind seconded Lorraine Beythien, carried

Business Arising from previous minutes - none

Correspondence –

In - Club magazines, Minutes of CCC general meeting held 5th June 2017, Wakefield House re open day, Drive your old car day 1/9/17, display day planned for 21/4/18, CCC requesting notification of AGM elected committee.

Out - Email to CCC – Cynthia Davey – booking clubrooms for Registration Day 3/6/18 and 16/6/19.

Treasurer's Report – received

Committee Reports

Editor – Bob thanked everyone for their support over the years he was editor and advised meeting he will be organising the calendar photo shoot on 13/8/17 to be held at Serafino's on the Lake in McLaren Vale. Richard Tapp thanked Bob for his years as editor and requested meeting to keep sending in articles for the magazine.

Public Relations – John Goddard - advised magazine now has new apparel listed with an order form on page 20 and 21.

Runs Co-ordinator – G Lind - advised members re future events

Records – Sharon Gibb - Membership payments are still coming in.

Librarian – Jim Dawson - All going well

Tech Rep – Chris Howes - All good

HVR – Graham McRae - Registration Day ran smoothly. Next year will be a lot simpler. Chris Howes proposed committee to discuss strategy about what will be accepted and take to general meeting, seconded by Lindsay Gibb, carried. Bruce Bragg suggested that if anyone wants any information to go the DPTI website.

Triple C – Ken Barnes - Ken advised can't wait for 7/8/17 when Vince Isola will take on the position of CRC representative.

Federation Rep – A Driver - Meeting discussed Bay to Birdwood future and other events. New code of practice had not been published as at last meeting.

Past Events

Bob Haywood spoke on the pub lunch run to Willunga Hotel held in July, great day. The venue was excellent and well organised, thanked Jim Dawson and Brenton and Sharon Gibb for the efforts towards making this day a great event.

General Business

Brenton Gibb spoke about the HVR launch held at Football Park a few weeks ago on a Sunday. It was well organised and had the Minister and booths with DPTI representatives answering questions regarding the changes to HVR. Brenton advised most of the information came via Facebook and put a motion that our club create a Facebook page advising of our runs and general information, seconded by Lorraine Beythien. Bob Haywood is willing to create the Facebook page and update as required. Lindsay Gibb spoke on developments with the Tonsley project. He has been advised that the Chrysler Garden is moving ahead and the perimeter walls will have laser cut Chrysler car models included. He will be speaking with organisers to perhaps include a plaque that could be attached to the wall detailing the vision of David Brown through the production of Chrysler cars at Tonsley. There has also been movement in the residential area and he and Jeff Knowles have come up with some street names for the area which he will present to Renewal SA.

Steve Tyler advised meeting he had caught up with Peggy Fleming and she said to say hello to members.

Raffle

Lindsay Gibb thanked donors for raffle prizes and organised draw. Lindsay also advised meeting that Greg Newley and his wife Denise will be taking over the role of raffle organisers. Carolyn Harris thanked Lindsay and Marlene for organising raffle and their efforts over the last few years is much appreciated.

Conclusion

Kevin Williams' told a joke

Clean Up Volunteers - Vince and Denise Isola

Buy and Sell read out by President

Coming Events summarised by President

Next General Meeting 9 August 2017 7.45pm

Next Committee Meeting 16 August 2017 7.30pm

Meeting closed 9.00pm

CLUB NOTES

Minutes of Club Meeting

The Chrysler Restorers Club of Australia, SA Inc

Summary of minutes of the meeting held 9th August 2017 – commenced 7.45pm

New Members & Visitors

Visitor – Jim 1978 CM GLX original owner, has had for 39 years.

Visitor – Hugh Mortimer 1970 VG VIP will be buried in it.

Sick List – Nothing reported

Minutes Previous Meeting

Read and moved by A Lind seconded Lorraine Beythien, carried.

Correspondence –

In - Marlene McKay selling 1981 CM Chrysler, Kaiit Mosby re cars for film Storm Boy, Colin Rogers re mint brochure for Penn-Summit Motor Oil with a Terraplane on the front cover.

Out - Responded to above emails

Treasurer's Report –

Income YTD – \$6,559.00, Expenditure YTD - \$886.00, Members funds on hand - \$36,908.76

Committee Reports

Editor – Richard Tapp - articles are coming in for the next magazine.

Public Relations – John Goddard - have been receiving orders for new apparel.

Runs Coordinator - Greg Lind - advised members re future events

Records – Sharon Gibb - all going well, 7 new memberships since last meeting.

Librarian – Jim Dawson - all going well.

Tech Rep – C Howes - all going well, has had a few enquiries.

HVR – Graham McRae - reminded members that a list of non financial members will be sent to DPTI, that committee will be discussing the changes to historic vehicle registration.

Triple C – Vince Isola - attended his first CCC meeting and was astounded at the amount of work that Ken Barnes has done for the CCC as treasurer. New treasurer is from the Vauxhall Car Club.

Federation Rep – A Driver - nothing to report, as meeting scheduled for later in the month.

Past Events

Carolyn asked meeting to comment on the pub lunch run to Willunga. C Howes advised he had massive problems with his Alpine and was quite frustrated, but made it home. Graham McRae also commented on car problems with his car, but was very happy with the location and meal.

General Business

Bob Haywood spoke on the Calendar shoot run advising good weather had been forecast and if the grass is dry enough we have permission to drive on the grass and take photos in front of the lake.

Bob also advised meeting that The Chrysler Restorers Club of SA facebook page is up and running, photos from the Pub Lunch are up. To gain access to the page all you have to do is put a request in and Bob will accept your request.

Graham McRae advised meeting he had come upon some AC spark plugs from a friend in Kadina. If anyone would like to look at them let him know, they are available after meeting is finished.

Raffle

Greg Newley thanked donors for raffle prizes and organised draw.

Carolyn Harris thanked Greg and Brett for organising raffle.

Conclusion

In Kevin William's absence, Chris Howes told a joke.

Clean up Volunteers were Brenton Gibb and Ann Lind

Buy and Sell read out by President

Coming Events summarised by President

Next Meeting – 13th September 2017 7.45pm

Next Committee Meeting – 16th August 2017 7.30pm

Meeting closed at 8.25pm

PAST EVENTS

2017 Pub Lunch

Sunday 9 July 2017

The forecast for Sunday was 15° C and showers, but I still persisted and washed my car Saturday afternoon. Come Sunday morning it was just a slight drizzle out our way and when we arrived at the clubrooms it was nice and clear. I was surprised to see how many members had decided to come along on this run and how many brought their classic cars and not their daily drivers. We all had a good catch-up chat and looked at each other's cars.

A detailed run sheet was handed out by Jim Dawson and we were soon all on our way up Marion Road and onto the Southern Expressway for a blast up the hill past a modern car blowing more smoke than Puffing Billy!!

We then turned on to the Victor Harbor road and drove through

the beautiful town of McLaren Vale where I spotted the FruChoc factory outlet and said to Sharon, "we must stop there on the way home" which we did yum!

We were soon in Willunga and arriving at the Alma Hotel, just in time for a light shower.

We were all seated in the one room which was good and handed a small picture of what meal we had ordered (what a clever idea!).

Jim Dawson made a few announcements of recent milestones including:

- Maurice and Jan Emmerson's 59th wedding anniversary
- Geoff Chase's 80th birthday
- Lorraine Beythien's 44th birthday [*Jim diplomatically left off some decades - Ed.*]

Before long we were all tucking into a very nice lunch followed by an even better dessert. We thoroughly enjoyed our meals and didn't hear of any complaints.

After lunch was the usual chat about our cars and stuff and a few went outside to look at Chris's Sunbeam which had some issues on the way up but still managed to make the journey. We said our goodbyes and had a nice long leisurely drive home eating FruChocs all the way!

Sharon and I had a fantastic day out with good friends and a nice lunch and even our troublesome car managed to behave itself!

We would like to thank Sharon Gibb and Jim & Gina Dawson for arranging a great day.

Jeff and Sharon Knowles

Paul Manifold's 1970 Dodge Phoenix.



PAST EVENTS

2017 Pub Lunch ctd.

Rob, Anne and Bev Dart in the 1954 Dodge Kingsway



Geoff and Cynthia Chase's new Plymouth Barracuda - can't have too much of a good thing!



PAST EVENTS

2017 Photo Shoot for 2018 Calendar at Serafino Wines

Sunday 13 August 2017

Well what a magnificent winter's day with a top temperature of 20 degrees for our August photo shoot at Serafino Wines in McLaren Vale.

A good number of people departed the CCC club rooms in convoy with the Martin's, the only wooden wheeler in attendance. Once we arrived at our destination what a surprise with more and more cars arriving, I think we ended up with around 25 cars in attendance.

Vince and Denise Isola debuted their latest piece of motoring joy, a fully restored blue S Series Valiant with clean straight lines and a quality paint job, Allison Houghton after some recent engine repairs had her grandfather's AP6 V8 Valiant Wagon in attendance for her first calendar shoot. Gary Williams also

surprised us with another recent purchase, a Simca Vedette.

Another two wooden wheelers, both Max Noske restorations, now owned by younger members of his family also took advantage of the weather and joined us. The big surprise was our Whyalla members, Don and Beryl Knowles, who made the journey down for the weekend staying at Serafino's with their nineteen twenties Dodge 1½ ton truck.

So with these new editions what an exciting calendar for 2018.

Our tried and trusted photographers were kept busy with a variety of different locations within the winery grounds while others sat around the lake in the warm sun socialising drinking coffee or sipping on a glass or two of the

local wines; what a great way to spend a sunny Sunday afternoon.

Jim Dawson gave a brief rundown on what is to happen at our National Rally; these grounds are to be our headquarters in 2019. Many wandered through the complex and around through the accommodation area and all are seem excited by what Jim and his team have come up with.

It was pleasing to see Bob Freak out on this run as we don't get to see him that often anymore with him spending more and more time at home supporting Judy with her health issues.

In closing many thanks to Matthew and Bob Haywood and Richard Tapp the photographers for the day. What a great outing.

Brenton and Sharon Gibb



PAST EVENTS

2017 Photo Shoot for 2018 Calendar at Serafino Wines (ctd)



PAST EVENTS

2017 Photo Shoot for 2018 Calendar at Serafino Wines (ctd)



PAST EVENTS

2017 Photo Shoot for 2018 Calendar at Serafino Wines (ctd)



THE OILY HAND

Some things really are sent to try us

Many of you would be aware that my Sunbeam Alpine has given me some grief in recent weeks with an intermittent rough running problem; this has been an ongoing saga since travelling to Geelong for the Sunbeam National gathering over the June long weekend.

My Alpine has the original twin Zenith downdraft carbs fitted, which can sometimes make it difficult when sourcing parts and information; one of the reasons many owners opt for a relatively straightforward conversion to a single downdraft Weber which does make life easier, nevertheless I like the originality of Zeniths and up until now have been happy to deal with their foibles. So if you are not a technocrat, perhaps now is the time to turn the page, or alternatively immerse yourself in this tale of frustration and intrigue.

The first hint of trouble came

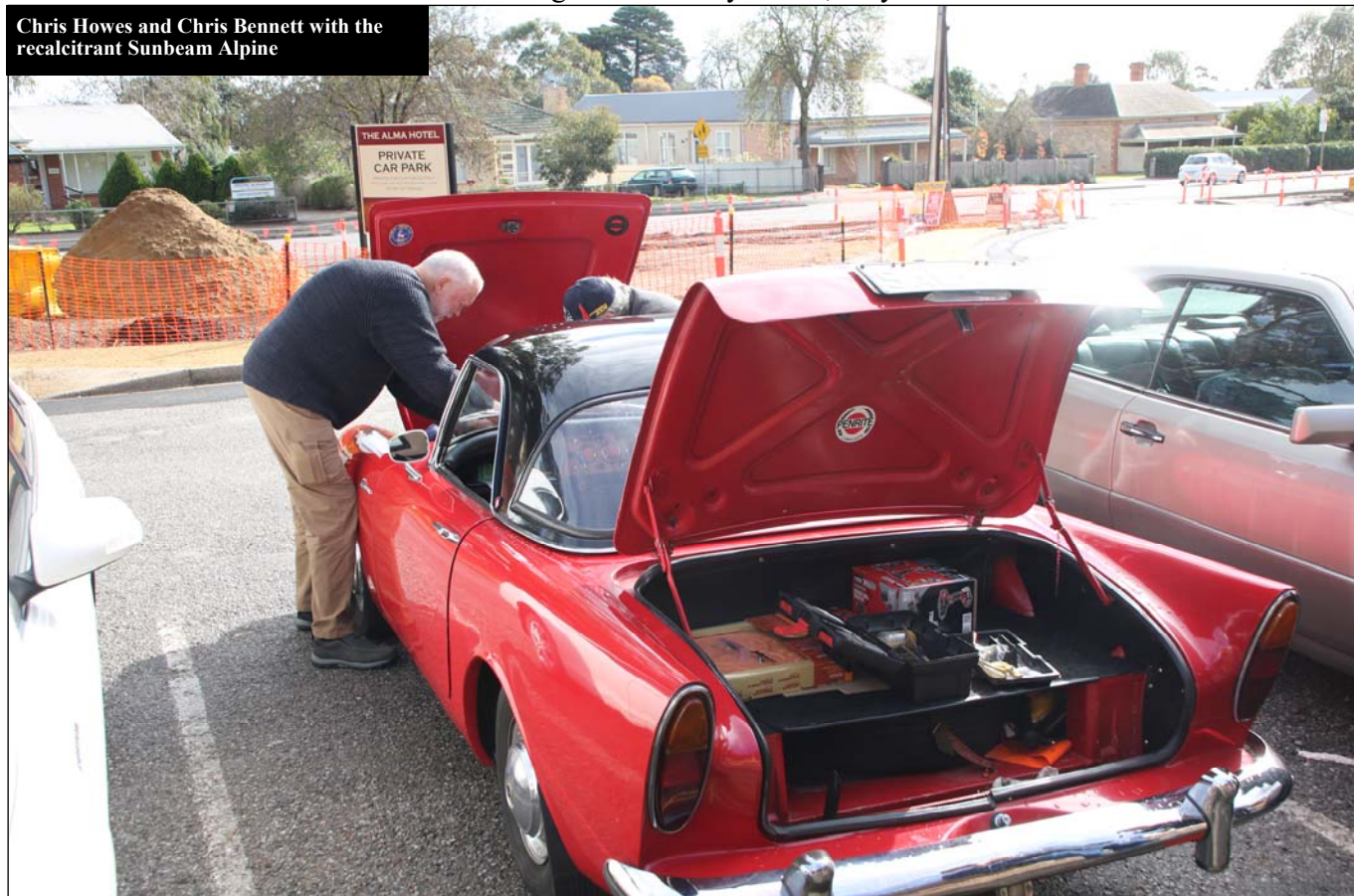
during the run to Geelong when periodically the engine started to miss with an associated strong smell of fuel at high way speeds, slow running, idling and starting were all ok so I began to suspect a sticky needle and seat, my reasoning being that at high volume from the fuel pump the needle was not able to shut off fuel sufficiently into the carb/s and prevent flooding, sooty spark plugs were also a good indicator.

At this point I was happy to continue with the journey; I had also rung one of our Victorian associates who offered to bring a spare needle and seat with him to Geelong. However as we progressed further across Victoria things started to go pear shaped, the engine sporadically would cough and splutter, loose power then pick up again, eventually we got to a point where I could just maintain 60kmh with the choke fully on and the engine seemingly running on two cylinders; my

theory of sticky needles and seats thrown out the window.

We were able to struggle on to a small town about 100km short of Geelong, by now the sun was going down and it was pouring with rain, I decided to ring for RACV assistance only to be advised that there would be at least a 90 minute wait. With no other choice I got under the hood and started to mess with the carbs hoping I might find a solution, what I found was the rear carb full of fuel but not feeding the rear cylinders, plugs 3 and 4 were white and dry as a bone. My brain simply couldn't process this and as luck would have it a fellow came out of the nearby pub; willing to get involved he lifted up the rear float and revealed the accelerator pump check valve rolling around loose in the bottom of the carb bowl !! Having done all the hugging and kissing he could cope with, everything was reassembled and we were on the

Chris Howes and Chris Bennett with the recalcitrant Sunbeam Alpine



THE OILY HAND

Some things really are sent to try us (ctd.)



road just as sun set.

When all seemed well in the world the problem returned, again I was down to 60kmh with full choke and now it was totally dark and still raining, deciding to push on to our accommodation we struggled along until hey presto it suddenly came good and back to smooth running again, so for the remainder of the journey it behaved itself and I simply parked it on arrival too mentally and physically exhausted to care anymore.

Next morning off with the carb tops again, which revealed the previous offending check valve had come adrift and then fallen back into place, explaining why we had experienced a fault then a fix on the last leg. I took great care reinstalling the valve and double checked that it was seated in place. Taking the car out on a proving run did not turn out as well as I was expecting, the smell of fuel and rough running had returned, at this stage I was set to put the car on a truck and return home. Thankfully I now had the assistance of a calm and rational family member where we were staying, he discovered, when taking the top off of the front carb, that the float was sinking due to a

small hole in it causing the front carb to flood. Fortunately, due to my earlier diagnosis our Victorian member had brought along a complete carb and so we were able to utilise the complete float, needle and seat assembly to rectify this problem.

The next few days were trouble free and we meandered home without trouble via the Great Ocean road, however there was just

the hint of a stumble now and then and the idle seemed off just a little, in view of all the dismantling and refitting that had taken place I resolved that once home I would strip and clean the carbs and set them up again.

In due course this process was carried out with particular attention to clearing all jets and passages with compressed air, reassembly and a few short runs around town seemed satisfactory; and yes it was all too good to be true.

A few weeks on and we are off on another outing which involved a run into the county via the Expressway, with a half hour of high speed running up and down some reasonably steep hills all was well until within 2km of our destination, in a 50kmh zone, the rough running and full choke saga returned. Reaching our destination the all too familiar ritual of carb tops off took place, with the help of one of our member off duty RAA techs we tried to solve the problem all to no avail, somehow with all the probing and head scratching it miraculously cured itself, the run home was uneventful.

The next day I started again with stripping, cleaning and resetting

both carbs, with nothing obvious found everything was reassembled and a run carried out, all fine until within 2km of home it again started running rough and needed full choke to get home.

Well by now I am well and truly over it and an imminent Weber conversion is looking good, however I have a generous loan offer of an electric fuel pump just to verify if perhaps the mechanical fuel pump has an intermittent fault. Whilst fitting the electric pump I decided to replace both needle and seat assemblies with ball type float valves as an extra precaution, in the process checking that they were the correct size orifice.

With everything in place the engine started first time and idled smoothly, sadly at higher throttle settings it again missed coughed and spluttered and began running on two cylinders. By now I am just lost for ideas, so for no particular reason I took the top off the front carb to discover the float bowl bone dry, turning on the electric pump made no difference, there was no fuel getting into the front carb. Taking out the float valve I turned the pump on and fuel poured into the bowl, turning the float valve over there in the orifice was an insect stuck inside !!

I was and still am completely flabbergasted; where did it come from ?? I know that prior to fitting the valve was clean, has this (presumably fuel impervious) insect been floating around for weeks ??

So now its all back together – minus insect – and running well, and I ask myself has this saga run its course, can it finally be over; this coming weekend there is another lengthy country outing, wait for future instalments if you dare.

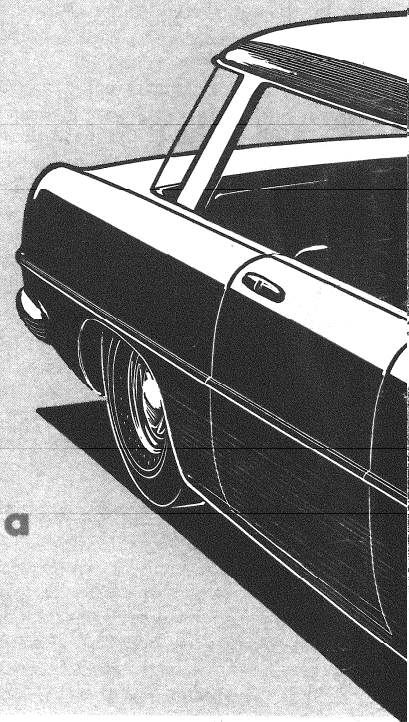
Chris Howes

OUR MOTORING HERITAGE

Motor Life - Valiant is coming ...

THE VALIANT

Chrysler's late-in-coming small car will base its appeal on a big engine and unique styling



CHRYSLER CORPORATION reportedly started the development of its forthcoming small car, the Valiant, about the same time as General Motors and Ford—toward late 1957—but, unlike GM and Ford, Chrysler probably will not be selling its small car in quantity to the public before the end of the current year.

Only a small pilot batch of Valiants are due off the line in September. By November rate will be just 500 per day. Yet Chrysler plans to have built 200,000 by the end of the 1960 model year.

Why the delay? The principal one is that Chrysler executives were uncertain, until quite recently, that a genuine market existed for smaller cars. They were not alone in their indecision. But for better or worse, it was decided to go ahead. What gave the final push probably was the sight of both GM and Ford fully committed to small car programs, plus the sales strength of Rambler, Lark and the imports, which show no signs of lagging.

There still is some strategy left in the Chrysler action, and it may not be unsound. The later production will leave them an opportunity to see how GM's and Ford's small cars go over in the fall—and if the reception is lukewarm, production of the Valiant still could be retarded until demand builds up.

A second reason has been advanced for the delay with the Valiant. Reliable sources

have reported a serious disagreement within Chrysler's central styling over the design of the car. These are intra-company political matters, however, not uncommon in Detroit, and generally are resolved speedily, often with benefit to the product.

It also is reported that the tooling for Chrysler's small car has been integrated as much as possible with the 1960-61 big-car tooling. This not only was a cost saver, but it did allow some additional flexibility in production plans.

The basic design of the Valiant is not the open secret that Ford's and GM's small cars are. It has been much more difficult to get information that can be relied upon. One reason for this undoubtedly has been the fact that prototypes are not as far along. Indeed, some changes, particularly in the exterior refinements, still are possible. Only recently, for instance, the wheelbase was increased from 106 to 109 inches.

In the February issue of *MOTOR LIFE* the shape of an experimental prototype was shown in sketch form. Some styling changes have been made since then, mostly in the direction of more subdued lines. The basic chassis layout, however, has not been significantly altered.

Every expert who has talked about the car agrees that the major difference in the present Valiant from the February *MOTOR LIFE* illustration is the strong Chrysler 300 flavor, particularly in the

front end. That is a rather narrow central grille that doesn't spread across the front of the car from fender to fender, like other Chrysler styling. The styling trick, when applied to the Valiant, seems to fit in with the overall shape, which is radically low, and match the sloping hood line.

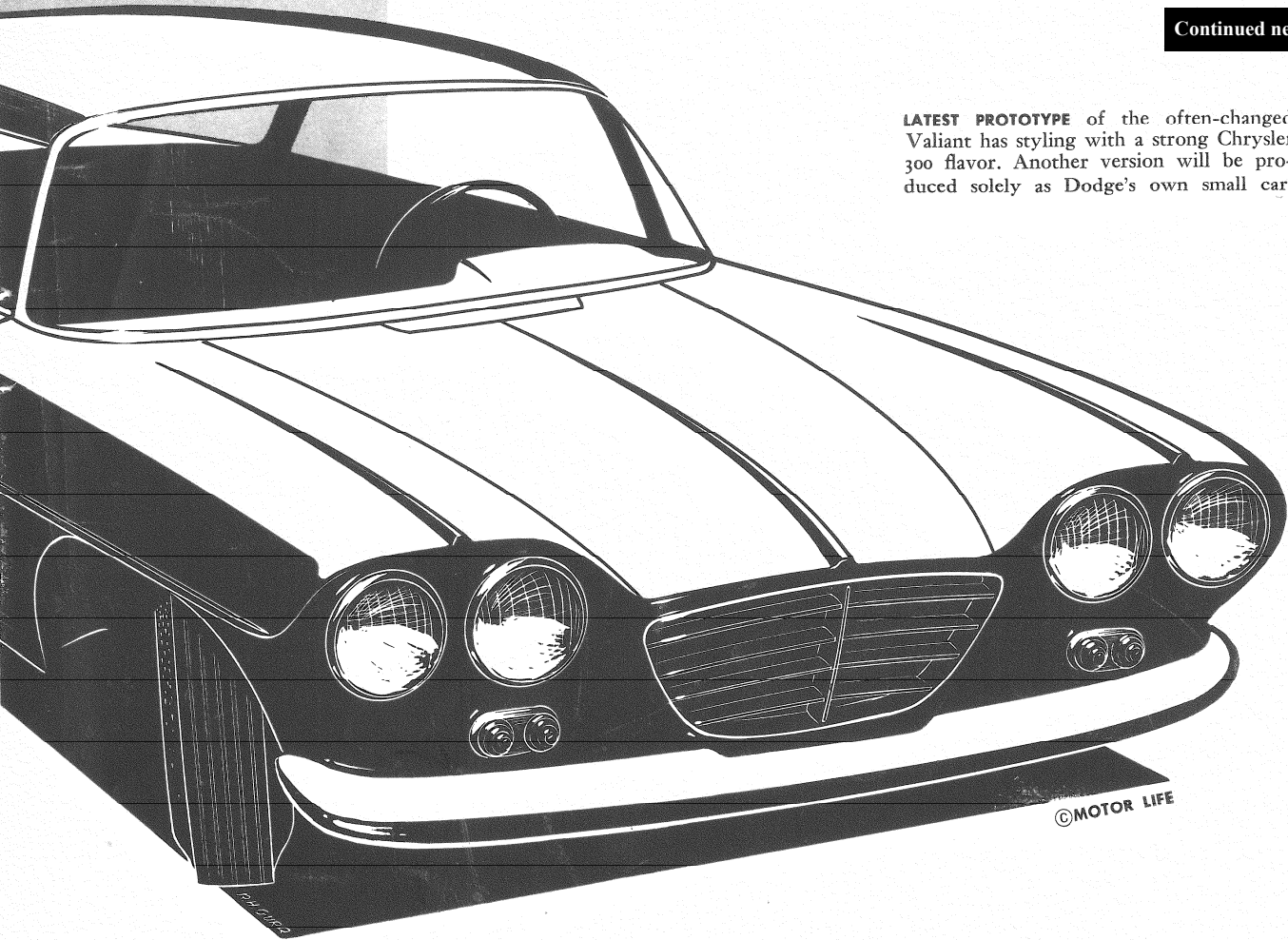
At the same time, the very low hood line has required several major innovations in the layout of mechanical components underneath. The new inline six-cylinder engine is tilted 30 degrees to the right, which has the effect of reducing its overall height approximately 3½ inches. The radiator must be made wider than it is high, and there is no room for the "header," or expansion tank on the top without taking too much out of the core frontal area. So the header tank is a separate unit mounted alongside the engine (like on the early six-cylinder Corvette), connected to the radiator core through hoses. Also, since the engine block is inclined to the right, the fan has to be carried offset on a special bracket so it will be directly behind the radiator core.

A side view of the latest Chrysler small car prototype reveals no radical styling ideas. It does look "English," or conservative—soft, rounded lines, light chrome trim. Little definite can be said about the rear, since several general layouts are in the works. None are as radical as the early prototypes with the big fins—in fact, it looks now like production models of this

OUR MOTORING HERITAGE

Motor Life - Valiant is coming ... (ctd)

Continued next month ...



LATEST PROTOTYPE of the often-changed Valiant has styling with a strong Chrysler 300 flavor. Another version will be produced solely as Dodge's own small car.

car will have little or no rear fender fin effect. Several taillight designs are under consideration. Some have vertical groupings of two or three separate lights, as on past Chrysler products, and one nice-looking layout uses a single oval light steeply slanted (as viewed from the rear). Rear chrome is subdued, and, if the raised rib

is used on the front hood, it then may be continued on the rear deck.

In overall size this latest prototype is larger than the Chevrolet small car but smaller than the current Ramblers and Larks, at least in appearance. Comparative dimensions are shown in the accompanying table. The Big Three seem to be in

agreement that their coming small cars must at least look smaller than the Ramblers and Larks; this, theoretically, would let them draw buyers away from both the U.S. products and the very small imports like VW and Renault. Low height, achieved partly with 13-inch wheels, can be a powerful tool in getting this illusion of small size. Actually, even though the small Chrysler might look even smaller than a Rambler American, the critical internal dimensions—head room, seat width, leg room—will fall somewhere between the American and the large 108-inch Rambler. It looks now like the Chrysler small car will be a four-door sedan or station wagon. Some early prototypes were two-doors.

The unique unit body construction method outlined in the February MOTOR LIFE report—where the body is built up of sub-assemblies that are bolted together as well as welded—is still in the works. In fact, this method will be used on all 1960 Chrysler Corporation models. This is a key factor in the production flexibility of the small car project. That is, with conventional unit construction, where

COMPARATIVE DIMENSIONS FOR DOMESTIC SMALL CARS

	Chrysler Valiant	Chevrolet Corvaire	Rambler American	Standard Rambler	Studebaker Lark
Wheelbase.....	109	107	100	108	108.5
Tread width.....	56	54	55	58	57
Overall length.....	184	175	178	191	175
Width.....	69	68	73	72	71
Height.....	54	52	57	58	59
Shipping weight.....	2600	2250	2460	2950	2610
Tire size.....	6.70x13	6.40x13	5.90x15	6.40x15	5.90x15

CLUB NOTES / MARKET PLACE

Time to Roam

Last month's article about the Highway Palace came from Time to Roam.

www.timetoroam.com.au

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With our age profile, there are obviously plenty of "grey nomads" in our midst for whom this magazine has plenty of relevant contents.

They regularly have articles on vintage/classic caravans, as can be seen here: www.timetoroam.com.au/category/vintage-classic/


And they are on Facebook:

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I have the \$15 pa digital subscription but it is of course available as a paper subscription and from newsagents.



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JB 4FCS 4LSLT 	Fine Chambray Shirt Short Sleeve (M) 3/4 sleeve (F) Mens S M L XL 2XL 3XL 4XL 5XL COLLAR 38 40 41.5 43 45 47 49 51 CHEST 57.5 60 62.5 65 68 71 74.5 78.5 Ladies 6 8 10 12 14 16 18 20 22 24 Bust 47 49.5 52 54.5 57 59.5 62 64.5 67 69.5	Blue			\$48	
BIZ J404M J404L 	Geneva Vest Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/ Graph- ite			\$72	
BIZ J307M J307L 	Geneva Jacket Mens S M L XL 2XL 3XL 5XL 1/2 Chest 57 59 61 63 65 70 78 Ladies S M L XL 2XL 1/2 chest 49 52.5 56 59.5 63	Navy/ Graph- ite			\$83	
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1925/26 Chrysler G70 wheel grease caps, Les Johnson 08 8398 2311

1926-28 Chrysler 60 and 62 parts especially maintenance related, spark plugs, points, steering parts and other wearing parts. Tom Williams 0448 687 416

1934 Chrysler CA, Dodge DS/DR, Plymouth? Clutch thrust sleeve. Simon 0418 401 023 for more info and description.

1957 Chrysler Royal AP1 grill badge Mel Rogers 0427 083 276

1959 AP2 Chrysler Royal, Adrian 0409

669 944

AP6 Valiant instrument cluster/gauges Dean Hurst 0439 850 089

Exhaust Manifold to suit 225 Slant 6 Valiant AP5 Regal. Alan Milano 0456 984 429

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VE, VF, VG Valiant spare wheel hold down plate. Standard Valiant jack base plate, Valiant ute rear jacking tube/bar, battery hold down complete clamp assembly, VF auto steering column (column shift), VE VF or VG auto pedal box and auto tail shaft. Jim Dawson 0412 790 550

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318 engine running or suitable rebuild from VJ or later. Paul Manifold 0431 299 382

VJ-CM passenger side round Regal type mirror. Brett Newley 0402 833 281

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