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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

<b>President:</b>	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ..... ah 08 8322 1715
<b>Vice President:</b>	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
<b>Secretary:</b>	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
<b>Asst. Secretary:</b>	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
<b>Treasurer:</b>	Alan Driver, 6 Hastings Road, Brighton 5048 ..... 08 8298 1194
<b>Editor:</b>	Richard Tapp, 17 Simpson Parade, Goodwood 5034 ..... ah 0439 682 011
<b>Assist. Editor:</b>	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
<b>Librarian:</b>	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 ..... 0412 790 550
<b>Assist. Librarian:</b>	Stephen Tyler, PO Box 5266, Murray Bridge 5253 ..... ah 0432 557 937
<b>Technical Liaison:</b>	Chris Howes, 4 Peter Place, Campbelltown 5074 ..... 8165 3971
<b>Public Relations:</b>	John Goddard, 22 Stephens Avenue, Torrensville 5031..... ah 0435 107 854
<b>Runs Coordinator:</b>	Brenton Gibb, 18 Carroona Avenue, Modbury Heights 5092 ..... ah 08 8263 2908
<b>M/ship Vehicle Records:</b>	Sharon Gibb 18 Carroona Avenue, Modbury Heights 5092..... ah 08 8263 2908
<b>Historic V Registrar:</b>	Graham McRae, 26 Fisk Avenue, Glengowrie 5044..... 0498 485 934
<b>Committee:</b>	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093..... 0412 790 992
	Jeff Knowles, 7 Stanley Street, Hillbank 5112..... 08 8255 8671
	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... 0407 601 803
	Allison Houghton, PO Box 204 Edwardstown SA 5039..... 0409 283 182
<b>Federation Rep:</b>	Alan Driver, 6 Hastings Road, Brighton 5048..... ah 8298 1194
<b>Combined Car Clubs Rep:</b>	Vince Isola, 4 Grigg Court, Clarence Gardens 5039 ..... 08 7007 4461
<b>Public Officer:</b>	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 ..... 08 8386 2931
<b>Auditor:</b>	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
<b>Catering Coordinator:</b>	Cathy Woods, 4 Peter Place, Campbelltown 5074 ..... ah 08 8165 3971

**Club Tools held at:** Chris Howes, 4 Peter Place, Campbelltown 5074 ..... ah 08 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.*

Website: <https://www.chrysler-restorers-sa.org.au>

Facebook: <https://www.facebook.com/groups/chryslerclubsa>

## The Chrysler Collector

**Next Issue:** Please submit material for the next issue **no later than Friday 4 January 2019. Only corrections/ amendments accepted Sunday 6 January 2019.** Contributions can be e-mailed to [editor@chrysler-restorers-sa.org.au](mailto: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. The magazine is available in colour on our [website](https://www.chrysler-restorers-sa.org.au).

## COMING EVENTS

### CLUB MEETINGS

Second Wednesday of each month except January

### CLUB RUNS / EVENTS

**Saturday 17 November 2018**

Gepps Cross Drive-In. Brenton Gibb 8263 2908

**Sunday 2 December 2018**

Christmas Picnic Beefacres Reserve Windsor Gardens. Sharon Gibb 8263 2908 Email: bsgibb22@gmail.com

**Sunday 20th January 2019**

Ray Miels Memorial Breakfast Run (President's Breakfast Run)

**Monday 30th September to Saturday 5th October 2019**

Chrysler Restorers Club 15th National Tour at McLaren Vale

### INVITATION/OTHER CLUB'S EVENTS

**17-18 November 2018**

All Steamed Up River Festival Mannum, Arnold Park and Mary-Ann reserve. Saturday 10am – 3pm and Sunday 10am – 4pm.

Adults \$20, Children \$8 08 8569 2733

[www.allsteamedupfestival.com.au](http://www.allsteamedupfestival.com.au)

**10th February 2019**

All British Day Echunga

**17th February 2019**

All American Day Tilley Reserve Surrey Downs

**Friday February 22nd to**

**Sunday 24th February 2019**

Adelaide Chrysler Festival hosted by Chrysler Car Club SA consists of Friday lunch and cruise, Saturday Mega Cruise and Sunday a display day by the water at historic Pt Adelaide. More information as it becomes available. Brenton Gibb 826329

**7th April 2019**

The Gawler Veteran, Vintage and Classic Vehicle Club is hosting a run from Gawler to the Barossa for vehicles up to and including 1930. Bikes, cars and commercials are welcome. Support vehicles and mechanics in attendance. Meet at Gawler Council car park from 8.00am for a 9.30 departure. Entry forms

available Brenton Gibb .

**23-27 Sep 2019**

Austins Over Australia

[rdrage@bigpond.net.au](mailto:rdrage@bigpond.net.au)

**28 Mar - 4 Apr 2020**

Australian Historic Motoring Federation Rally

**Brenton Gibb 8263 2908**

### SWAP MEETS

**17-18 November 2018**

Bendigo Swap Meet bus trip. Cost is \$280.00 per person twin share or \$330.00 per single. Shirley Tonkin 0439 898 851

**25 November 2018**

Regency Park TAFE College

**20 January 2019**

Hahndorf

**3 February 2019**

Victor Harbor swap and show and shine

### Entry Forms etc

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

2010 30th Anniversary. Think about 2020 ...



### New Members

None this issue!

### Cover Photo

**Garry and Rhonda Williams 1970 Dodge AT4 - Photo Richard Tapp at Morphetville Coffee and Chrome.**

Two issues ago I credited Ray & Bev McCracken's Chrysler Royal AP2 to Jason Waters, its former owner. To caption the photo I looked up the registration number XOX-175 in the club's database and that points to Jason and Jason only. So what went wrong? Having been informed that the car was now the McCracken's, I then looked up the engine number from Jason's record and found the McCracken record with the same engine number but with the registration number 210-714. I assume that the McCrackens recovered the original registration number after I took the photo and they promptly notified Sharon who promptly updated the records. So I think everyone did everything right, but we still ended up with the wrong result!

## COMING EVENTS

### Gepps Cross Drive-In

**Saturday 17 November 2018**

Step back in time and spend a night at the Gepps Cross Drive-In.

Gates open at 8.00pm and if we are all there at this time we could all park together making for a

great photo opportunity. The canteen is currently under renovations but drinks, popcorn and the like are available on site. For those wishing to meet at Villi's Bakery (Main North Road) for a light meal beforehand, let's say meet there

at 6.45pm and then cruise on to the drive-in together.

**FM radio will be required to gain sound for the movie.**

Movie: Fantastic Beast.

**Brenton Gibb**  
8263 2908

### Christmas Picnic

**Sunday 2 December 2018**

2018's annual Christmas picnic will be held in the same venue as last year at Beefacres Reserve, Windsor Gardens, 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 **16 November, 2018.**

**(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](mailto:bsgibb22@gmail.com)

### President's Breakfast Run

**20 January 2019**

The Ray Miels Memorial President's breakfast run is planned to be a little different this year.

At the time of going to press

Carolyn has not had final confirmation of the arrangements she has been negotiating, as the relevant person is away.

This will not be a "mystery run" and details will be shared as

soon as all the requisite commitments are in place.

So please check Facebook, e-mail etc before contacting Carolyn as a last resort.

### 2019 Chrysler National Tour

**30 Sep - 5 Oct 2019**

Chrysler Restorers Club 15th National Tour at McLaren Vale.

Registration Forms now available on the 2019 Tour page of our web site or you can get a paper copy from Brenton Gibb 82632908.

The event is based at Serafino McLaren Vale, winner of the 2018 ABIA Best Reception Venue in South Australia Award.

Serafino McLaren Vale offers accommodation right at the heart

of the event, but there is of course other accommodation in the district.

There are daily runs that radiate out from McLaren Vale and the evening meals are of course at Serafino McLaren Vale.

Entries close 31st March 2019

2019 Tour page:

<https://www.chrysler-restorers-sa.org.au/2019tour.htm>

See the video:

<https://viewpure.com/vXZDha1NRs4>



## FROM THE COMMITTEE

### President's Message



Welcome to the November/December issue of The Chrysler Collector. Bring on the warmer weather please for its time to get out in our beautiful cars and drive.

We attended the Victor Harbor Rock and Roll event in September, where an enjoyable time was had by all who attended with so much to do and see. If you have never been, I recommend it, you meet a lot of likeable people and some you have not seen for years.

I'm unable to really comment on the Motorfest and Bay To Birdwood runs as we did not attend, but going by the Facebook posts, it was thoroughly enjoyed

by those who did.

The car run organised for the club in October, A Drive in the Country was attended by a smaller but, very sociable group with the weather doing its best to remain fine.

The Renmark River Run was attended by 3 of our members, congratulations to them as 2 came home with trophies. Word has it, it was a very enjoyable and well attended weekend.

This weekend coming up (as I write) I know that quite a few of our members will be hitching up their Classic Caravans to their Classic Cars and heading to Meningie for a weekend of socializing, us included.

We do have a run for the Chrysler Restorers Club organised, which is the Houghton Spring Fair.

With Christmas getting nearer, we have our Christmas Picnic on the 2<sup>nd</sup> of December at Beefacres reserve, Windsor Gardens and then our December Monthly Club/Christmas meeting on the 12<sup>th</sup> is a great time to attend and catch up with those you have not seen for a while.

Our January outing, The Ray Miels Memorial President's Breakfast this year hopes to be a little different from the usual. More in up coming meetings.

May I take this time to wish you all a very Merry Christmas and a Happy new Year. [I am having Christmas Holidays this year, first in 31 years, looking forward to them, YES.]

*Carolyn Harris.*



### From the Editor

#### CONTRIBUTORS

This issue comes to you courtesy of Brenton and Sharon Gibb, Carolyn Harris, Ellen and Bob Haywood, Ann Lind, Greg Newley, Jim Dawson and Lawrence Delbridge.

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

*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

	Sep 18	Oct 18	Oct 17
Sessions	277	477	255
Users	214	341	196
Page views	683	1041	562
Pages/session	2.5	2.2	2.2
Average session duration	2:34	2:03	2:26

## PAST EVENTS

### Spear Creek Country Campout

**7-11 September 2018**

Spear Creek Caravan Park was the chosen venue for a small group of caravanners recently.

Spear Creek is a small park within a large grazing property, approximately 25 kms south east of Port Augusta. This outing was a Vintage and Classic Caravan Group organised event but was well attended by CRC club members as well as a small number from the caravan group including a couple from Ballarat.

Among those who took part was, Mike and Mary Osborne, Derek and Joy Birkin, Rhonda and Garry Williams, Sandy and Alan Martin, Carolyn Harris and Bruce Bragg along with Ellen and Bob Haywood. Thirteen vans attended which made a good size group to enjoy this beautiful country atmosphere setting. There is nothing like waking to the laugh of a kookaburra at 5.30 in the morning.

Some of us decided to make the trip a day early arriving on Thursday with the rest gathering by Friday afternoon. We were allocated sites close together which made for a friendly and good way to get together for meal preparation. Evening meals were a community effort followed by a sit around a campfire spinning a few stories, the weather was ideal with a cool bite to the air during the night.

A walking trail was available which attracted most people over the weekend, taking you up though some of the most picturesque country you could imagine. Activities during the weekend were free to do as you wish with some driving to nearby Quorn, a short drive into Port Augusta or just sit back and take in the country surroundings.

For those without work commitments the return home was left until Monday. We chose to return via Wilmington and Melrose. We then had a short break in Laura and also called into Clare for a lunch break. We were home mid-afternoon after enjoying a great weekend in a great part of our state with a great group of people.

*Ellen and Bob Haywood*



## CLUB NOTES

### Minutes of Club Meeting

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 12th September 2018 – commenced at 7:45pm

#### Emergency Wardens

C Harris explained emergency response plan to members attending meeting.

#### Apologies:

Per attendance book

#### New Members & Visitors

None

#### Sick List –

Heather Bennett, Graham McRae

#### Minutes Previous Meeting

Read and moved by Ann Lind seconded Brenton Gibb, carried.

#### Correspondence

##### In

Minutes FHMC 16/6/18, event information forward to Brenton Gibb, confirmation of booking for Club Registration Day 16/6/19.

##### Out

Email to FHMC regarding our committee contacts after AGM in July 2018

#### Treasurer's Report –

Alan Driver moved report be received, seconded Jim Dawson.

#### Committee Reports

Editor – Richard Tapp - Keep sending in articles.

Public Relations – John Goddard - taking orders for badges and clothing – information on page 20 and 21 of magazine.

Runs Coordinator – Brenton Gibb spoke re future events

Records – Sharon Gibb - All going well.

Librarian – Jim Dawson - Gavin Farmer is producing new book. Spoke about 2019 National Tour. Entries open October 2018.

Tech Rep – C Howes – absent

HVR – Graham McRae - absent.

Triple C – Vince Isola - nothing to report

Federation Rep – A Driver - AGM held

#### Past Events

Drive your old car day,

Vintage caravan event at Spear Creek

#### General Business

Garry Williams 69th birthday

Allison Houghton gave a “Meet the member” presentation

#### Raffle

Greg Newley thanked donors for raffle prizes and organised draw.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks

Clean up Volunteers - Vince Isola and Bruce Bragg

Buy and Sell - nothing listed!

Coming Events summarised by President

Next General Meeting – 10 October 2018 7.45pm.

Meeting closed at 8.40pm

## CLUB NOTES

### Minutes of Club Meeting

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 10th October 2018 – commenced 7.45pm

#### Emergency Wardens

C Harris explained emergency response plan to members attending meeting.

#### Apologies:

Per attendance book

#### New Members & Visitors

Brett Potter – 85 Valiant station wagon

Rob Howie – 34 Plymouth

#### Sick List –

Graham McRae

#### Minutes Previous Meeting

Read and moved by Ann Lind, seconded by Jim Dawson and carried.

#### Correspondence –

##### In

Email from CCC regarding stacking of tables, buy and sell information – circulated tonight

##### Out

Forward various emails to runs co-ordinator

#### Treasurer's Report –

Alan Driver presented report and moved that it be accepted. Seconded Carolyn Harris. Carried. Accounts for Payment Printing of calendar \$550.00, Bob Haywood \$73.00

#### Committee Reports

Editor – Richard Tapp - Keep sending in articles..

Public Relations – John Goddard - taking orders for badges and clothing. Information on page 20 and 21.

Runs Coordinator – Brenton Gibb – spoke re future events

Records – Sharon Gibb - all going well. New membership card can be used when required.

Librarian – Jim Dawson - all good. Entries opened for National Rally 1 October 2018.

Tech Rep – C Howes – has had a few enquiries, inc. email from WA re foot pump for washer – 62 Phoenix

HVR – Graham McRae - absent

Triple C – Vince Isola - empty cans before putting in recycling bin! Outside to be revamped in 2020.

Federation Rep – A Driver - Next meeting 20 October.

#### Past Events

Greg Newley and John Goddard spoke about Bay to Birdwood.

Kevin Williams and Chris Howes spoke about Motorfest events

Greg Newley spoke about Coffee and Chrome at Morphettville

#### General Business

Cathy Woods spoke about food for Christmas meeting

Carolyn Harris reminded people that Bob Haywood had the calendars that had been ordered

#### Raffle

Greg Newley thanked prize donors and conducted draw. President thanked Greg for organising raffle.

#### Conclusion

Kevin Williams told a joke in memory of Ron Hincks

Clean up Volunteers - Vince Isola and Sharon Gibb

Buy and Sell read by President and left on front table for perusal

Coming Events summarised by President

Next General Meeting – 14 November 2018 7.45pm

Next Committee Meeting 21 November 2018 7:30pm

Meeting closed at 8.35pm

## PAST EVENTS

### A Sunday Drive in the Country

#### 14 October 2018

It all started with a chat I was having with Brenton Gibb. I was saying that I would like to go on a long drive in my old car and I gave him a suggestion as to where we could possibly go. The next thing I hear at the club meeting is that Dodgy Greg has put pressure on Brenton to organize a long run which did not end up at a pub or eating house.

Brenton had plotted the route from Gepps Cross to Lyndoch, Tanunda, Nuriootpa, Angaston and then on to Gumeracha for lunch at the park. This was a leisurely drive of about 150km through the Barossa and Eden Valleys, Birdwood and the hills area on the way home.

The trip included a stop at the Lyndoch Bakery for a snack. This was a quite acceptable stop which was enjoyed by all.

There were about a dozen cars on the run. 2 old 30's cars, a Falcon, a Hillman [from the Chrysler ownership era Ed.] and the rest were Valiants and a Dodge Phoenix from the 60's to 70's. It was good to see the old cars out and about.

Brenton had chosen a very scenic route and we travelled at a reasonable pace without encountering much traffic along the way. Everything went smoothly, and some members stopped along the way to look at various things of interest.

We had a picnic lunch at Gumeracha which gave Jim Dawson a chance to sell his Lucky Square Envelopes, raising funds for the National Rally. I can't understand why I didn't win any money. I think I will have to stick with the raffles I know. After some thunder it began to drizzle so we packed up and headed for home. Some members went back to Birdwood for a cup of coffee and more of a chat.

Thank you, Brenton for listening and trying to accommodate us all. I enjoy driving the old cars and hope

that we do another long run again.

**Greg Newley**

More photos: <https://flic.kr/s/aHsmkark9A>



# PAST EVENTS

## A Sunday Drive in the Country (ctd)





**SERAVINE**  
McLAREN VALE  
Wines • Restaurant •

Winner 2018 ABIA Best Restaurant  
in South Australia



SERAFINO  
McLaren Vale

Resort • Conference

Best Reception Venue  
Australia Award.

TRINGA 

SERAFINO  
McLaren Vale  
Wines • Restaurant • Resort • Conference

# PAST EVENTS

## Houghton Community Fair

28 October 2018

Thank you to the members of the Chrysler Restorers Car Club of SA for their attendance today at the Houghton Community Fair a great day, relaxing time had by all with lots of interest, and I am sure we as a club definitely added colour and something extra for the patrons at the fair. (Photos by Brenton Gibb)

*Brenton Gibb*

Larger photos: <https://flic.kr/s/aHsmvf1gie>



## PAST EVENTS

### Meningie Vintage Caravan Weekend

27-28 October 2018

Quite a number of members went to the vintage and classic caravan event at Meningie this year. There were 71 vintage and classic vans all told and about a dozen members present.

The Tapps narrowly averted a disaster by turning back when the less mighty than usual Royal “faded” on the mild ascent of Cross Road.

We changed to a Japanese 4 cylinder tow car. Shameful, but not a disaster! :-)

*Richard Tapp*

More photos: <https://photos.app.goo.gl/3gOTPW4G1Fgi6viL6>



## RESTORATION STORY

### Wyatt the Walgett Wanderer (Wayfarer) Part 2

It's been a little chilly for old bones to be working too hard under the car and Nanna Gina started quoting the Earl of Shaftesbury when I suggested the grandkids didn't care so not a lot has actually occurred, save lots of parts collecting.

We touched last time on the weirdness that had a low value ute body painted with prestige paint. Well I was having morning tea with author extraordinaire Gavin Farmer (Ex CAL employee in quality control no less), as you do, and I spoke of this. Very politely he reminded me that when faced with the choice of conspiracy or c@#-%p always go with the latter. Apparently if they loaded the gun for a VIP and a ute body appeared then the ute got the Crystal Turquoise and the VIP had to take care of itself!

As a minor curiosity the original advertising brochure shows a VF Wayfarer ute in Chrystal Turquoise but the badging and striping are all wrong so it's not that one. I think it's time just to draw a line under how it came to have Pacer stripes, Pacer grille, Regal chrome accents, factory disc brake front end and the wrong model Wayfarer badges and just get on with it. Best guess is the dealer just kept adding from the genuine parts bin until it sold.

As for archaeology, it's been slim pickings to date. Found the final NSW rego label before he got mothballed and as a curiosity no rego number appears on the label at all. Found an earlier dated membership badge for the Walgett RSL so the provenance is looking firm. Still hard to imagine how a ute that colour finished-up in a dealership in Walgett but there you go. Perhaps there lays the reason it took six (6) months from build date to sale?

Actual work has centred around getting the underside cleaned and preparing to re-coat all the areas where sound deadener once was and probably should be again. Poor old Wyatt was driven like he was stolen over a particular stretch of dirt road morning and night five (5) days a week forty (40) weeks of the year for eighteen (18) years so the underside is very neatly sandblasted! With that treatment and the simple ravages of storage the fuel tank had the appearance of a nicely aged Swiss cheese and I don't mean yellow in colour!

Our man Johnny Goddard had a fiddle with that and after some soldering, cleaning, filling, filing and sloshing a sealant kit around inside it now holds fuel. Given we intend to drive it like we stole it over dirt roads I decided to coat the outside of the tank with a good thick layer or three (3) of sound deadener. That will hopefully keep the stones at bay.

We managed to source some NOS Pacer drums for the rear brakes and after the body-seal underneath the intention is to drop the rear axle and completely rebuild the springs, shockers and rear brakes. Front rotors are very near new but the callipers are sad and

the master cylinder even sadder. Guessing the old PBR booster is likewise so by the time I get new flexible hoses made for all corners the brakes should be a good thing.

I'm told it relates to all the low-flying over that dirt road but there is the most extraordinary ironmongery under both front guards! It will be easier to photograph after I cut it out but that is for the next instalment. Suffice to say I'm told there was a harmonic, a vibration if you will, that, rather than modify ones driving habits required a number of weekends and about 20kg of various sections and sizes of steel to, ahh erm "correct." More to that next time.

*Words and images, Jim Dawson*



## OUR MOTORING HERITAGE

### Loxton Dodge Dealer - Harry Tickle

# LOXTON MAN'S GRIT

## Ex R.A.A.F. Man "takes off his coat to it!"

Most people residing in the Loxton district know Harry Tickle of "G for George" Fame. Harry decided to stake his future on the Loxton district, but it took him twelve months to carry out his proposal.

Before World War 2, Harry Tickle worked in a Loxton garage, and as a mechanic was well and favorably known. When the War came, Harry adapted his mechanical genius to aero engines, as a member of the R.A.A.F. From this service he derived a great amount of experience and in addition, several chevrons on his sleeve. Harry was the mechanic in charge of the famous Lancaster Bomber "G for George" that, under the command of captain Peter Isaacson, came to Australia. Many of you no doubt remember the day "G for George" flew over the Loxton district.

With the War's end Harry sought his discharge with a view to opening a business on his own account in Loxton. This was not easy. The expansion of the Loxton area due to the new irrigation scheme placed buildings at a premium—and permits made it impossible to obtain material for new buildings. This did not deter Harry—rather did it spur him on to greater efforts.

One day Schick's Blacksmith and Machine Shop was made available a very good building, but not quite big enough for Harry's plans, so a permit was obtained to add to the building. Costs were so high and labor so difficult to hire that the only way to get the work done was for Harry to do it himself. Thus for the past twelve

months Harry has worked single-handed to complete his objective, much to the admiration of the many passers-by who have stopped to watch him work.

His first move was to erect a tent in the building. Next was to make the building clean and habitable, so Harry secured a machine and painted the interior white, which made him feel quite pleased with himself. The next stage, however, was not so easy. Two service pits had to be dug and lined with cement—and Harry was the only man power available, so he dug the pits and lined them.

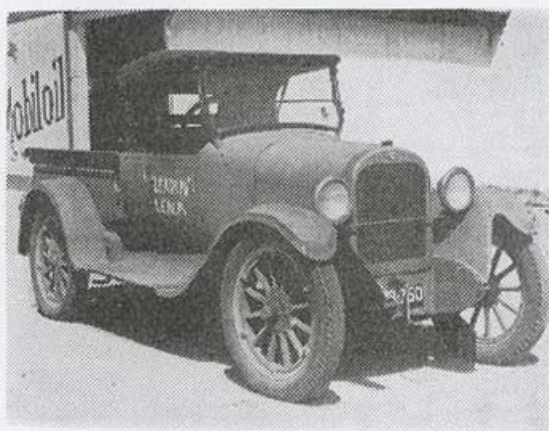
So far so good, but the building had to have a decent floor, one half cement and the other half bitumen. Here once again Harry showed his determination by mixing the 84 tons of concrete and laying and rolling it by himself. When this was done it looked as though progress was being made, but not until the other half of the building was laid and rolled with bitumen did Harry feel satisfied. Again single-handed he mixed, spread and rolled the bitumen.



Harry doing some spads work.

Harry was now beginning to feel that he was getting somewhere, but the real part of the business loomed in front of him. An addition had to be made at the side of the building. Steel girders were being sent from Adelaide, but before they could be erected, holes had to be dug and posts cemented to take the girders. With everything ready for the girders to be erected Harry hoped for help, but none was forthcoming, so he enticed an old buckboard which had been nicknamed "Leapin' Lena" to help do the job. This is how it was done. The girders were placed on the floor, ropes were tied to them and over the principles. From here, "Leapin' Lena" was used to drag the girders into position. With "Lena's" brakes hard on, Harry would jump out and gradually manoeuvre the girders into place, and so the work went on.

Even so, you can't have a building without a roof, and that was just one part that Harry could not do all by himself. Arrangements were made for a carpenter to come from Adelaide for two weeks, and the roof was put into position. When this was done Harry felt quite proud of himself, so did a lot of other people in Loxton. However, this was not the finish. A special floor had to be put down for tractor service—a pretty tiring job that Harry again did by himself. To top it all off he finished the new portion by mixing, spreading and rolling the bitumen floor. It was a tough, long job—but Harry got his building, and will be ready for business on Monday, 12th January.



"Leapin' Lena"—Harry's unfailing friend in need.

The enterprising Harry very badly wanted a Showroom, but the building permit office would not give him one for this purpose, and so a space remains in the front of Harry's premises where later on, an up-to-date Showroom will be erected. Harry is afraid he will not be able to build the Showroom himself because he knows he is going to be too busy in his business. To use Harry's own words—"I have staked my future in Loxton and it will not be my fault if I haven't got the biggest motor business in the town."

So if you think Harry Tickle's adventure into the Building Business was romantic—just try it yourself!

From [http://150.101.17.238/lwcollection/loxton/view\\_photo\\_enlarged.asp?RefID=60](http://150.101.17.238/lwcollection/loxton/view_photo_enlarged.asp?RefID=60) via Lawrence Delbridge, Queensland

A shortened version is also in "Chrysler Chronicle", December 1955. Vol 3 No 1

## MEMBERS CARS

### Mouse not Spanner

This is not really a Chrysler story, but badges made no difference ...

Those of you who know me will know that I am better with a mouse than a spanner.

Being twice winner of the Chrysler Restorers Club's Disaster Award (and many times runner up) is testimony to this fact. I was in fact shortlisted for 2018 and had to threaten to invoke "Schneider Trophy" rules to ensure that a more worthy winner would have the honour of its custody for the next 12 months.

On the morning that Helena and I departed from the 2018 Hillman National Rally at Victor Harbor, the 1956 Hillman Minx battery was flat and the oil was very low.

The flat battery I could understand, because the generator light sometimes stays on after the ignition is turned off, so something is not quite right in the electrical department. The car is fitted with a battery isolator and as a general rule, we isolate the battery when the ignition is off.

That morning, when I went to insert the isolator, I found that I had been distracted the night before. I had unlatched the bonnet the previous night, but not opened it or removed the isolator key.

The low oil was another matter because we had driven the car from Armidale to Adelaide without it using any oil and there was no oil underneath. However the car park was far from level so the plan was to go to the local servo and measure the oil on the level.

I jump started the car from Helena's Hillman Hunter and off we went, about a km to the servo. Oil light was off (good), but ammeter showed no charging. At the servo there was nowhere level, except at the fuel bowsers, but the Minx was full, and I didn't want to stop there and not be able

to start again, as there was nowhere convenient to put the Hunter to jump start it. So I moved to a spot just at the exit to the servo, at the top of a hill, so I could roll it down the hill to start it after adding some oil.

This location wasn't that level either, but it was better. Rather than touching the tip of the stick, this now showed "add a quart". But the servo didn't sell anything sensible in the way of oil! Only 2 were not for diesels, and one of those was for Ferraris and Lamborghinis – so probably not optimised for 60 year old Hillmans. So I had to use the only other "non-diesel" oil.

For some reason that I forget, the new measurement was not totally convincing, so with a little push to get off the relatively level spot, I rolled down the hill, started the car and stopped at an even more level spot with clear access in front. I had to stop the motor to get an oil reading and it was now OK. But of course the battery was still flat as it was not charging, so we had to jump start from the Hunter again. We got home without any further dramas.

A week or so later, we went to see Graham McRae, because we had agreed to buy his 1972 VH Dodge ute. We took the Minx because the plan was to see someone on the way, about why the Minx was not charging. The Minx battery had been on charge and it started on its own battery – we didn't want to burden Graham (who was just out of hospital) with getting involved with Minx problems.

However we could not contact the person we were going to see about the Minx alternator and so went straight to see Graham. When we went to leave, the Minx would not start. We push started it in Graham's driveway – I helped get it moving but Helena did  $\frac{3}{4}$  of the pushing.

**All of the above is merely the preamble to this current story!**

Graham said that he thought that the Minx engine had a miss and suggested getting a new set of plugs as an easy and low cost way of eliminating one potential cause. During the week Helena ordered a new set of plugs (the size, length and heat range were not in stock) and I did a bit more testing on the battery and concluded that it was dead. It didn't have the purchase date circles picked out, but the range they catered for was 2010 to 2012 so it was fair to conclude it had probably already seen its best days. Plus while its voltage would rise OK on a charger, freshly off the charger it was only showing 11.7 volts.

So today (20 May 2018) we went to get the plugs and a new battery.

I measured the old battery and I measured the space available and purchased the biggest battery that would fit into the spot, including taking account of bonnet clearance. (Been there, done that.)

We get home and I installed the battery. I go to start the car and Helena says I don't think you should. She's standing at the back of the car so I go to the back to see whether there was something behind the exhaust that would be damaged. But no. Helena reminds me that we took a plug out to use as a sample.

So instead of testing one thing at a time (battery then plugs) I set about the process of taking out the other three old plugs and putting in the new ones. But after taking out the old ones, I start to think about plug gap. I haven't seen a feeler gauge in very long time. I know where I last remember seeing it (in the tool box for my second Reliant Scimitar GTE) but it is no longer there. (The car was sold long ago, but I still have that box). Perhaps it was in the glove box or centre console of the car

# MEMBERS CARS

## Mouse not Spanner

when I sold it.

So I looked up the owner's manual of the Minx and established that 0.028" was the correct gap. Then I Googled NGK sparkplugs to see if they were delivered with 0.028" gap. This was inconclusive. Documentation said that they were delivered with the most commonly used gap for the vehicles each plug style suited. So I tried to look up what vehicle our new plugs were intended for – but without any luck.

Then I found a NGK plug label decoder, which suggested that the new plugs may have a 1mm gap, whereas I wanted 0.7mm. So I went to buy a feeler gauge. While I was at it I bought 5 litres of ATF since the Chrysler Royal drinks that. And a solar maintenance charger for the car we keep in Helena's mother's garage - at that time the Hunter.

Get home with the feeler gauge and it's hard to get a good reading. The new (and old) plugs are triple electrode (supplementary gap) type and the three ground electrodes curve around the centre electrode so that a flat feeler gauge doesn't really fit properly anyway. The 0.028" gauge fits into some of the gaps but not others – but because the gap is curved its sort of inconclusive.



So I fit them anyway, because that's how I roll. I'm thinking about how tight to do them up and remember that 15 years ago I bought a torque wrench that was in a clearance bin at a Stratco Home Improvement Store. And this I could find. So I Google the

correct torque for a spark plug and it says to look on the instructions that came with the plugs. This was some kind of graphical gibberish that meant nothing to me.



So I Googled again and found something that says 25-35NM for 14mm plugs in a cast iron head.

Spark Plug Type (thread diameter)	Cast Iron Cylinder Head	Aluminium Cylinder Head
Flat Seat Type (with gasket)	18mmØ	35 - 45 Nm (25.3 - 32.5 lb-ft)
	14mmØ	25 - 35 Nm (18.0 - 25.3 lb-ft)
	12mmØ	15 - 25 Nm (10.8 - 18.0 lb-ft)
	10mmØ	10 - 15 Nm (7.2 - 10.8 lb-ft)
Conical Seat Type (without gasket)	18mmØ	20 - 30 Nm (14.5 - 21.6 lb-ft)
	14mmØ	15 - 25 Nm (10.8 - 18.0 lb-ft)

I translate that into foot pounds and go to fit my plug socket onto the torque wrench – and it won't fit. The torque wrench is 1/2" drive and the plug socket is 3/8" drive. Of course.

So I did them up fairly tight but not as tight as I could. And then I went over them again and they all did up further with what I am sure was exactly the same wrist, elbow and shoulder calibrated torque.

Next step was to fit the battery retaining clamp. I had some misgivings about that because the new battery was a little higher than the old and one of the threaded rods didn't seem to fit properly before.

Well, I discovered why the one rod didn't fit properly before (a brighter torch revealed a previously invisible hole) but the rods are definitely too short for the new battery. So I start the car with the battery just sitting there.

By now, I am sure that none of you will be surprised that in the past I have driven cars with no battery clamps. So starting it in the carport is fine. Helena, it is fine. Honest.

The Minx starts instantly and the ammeter shows the (new) battery is charging. So the alternator is probably fine and the previous "non-charging" was hopefully because the old battery was dead. Hopefully.

When I turned the engine off, the generator light came on. I tapped the dashboard near the light, heard a click and the light went out. I suspect that will be another tale.

*Richard Tapp*



# PAST EVENTS


## Who's a happy boy?

John Goddard took Jim Dawson's grandson Nate Keating "for a spin" in the 1934 Plymouth roadster at the lunch-break on our October run.

*Photos via Jim Dawson.*



## Club Name Badges

	<p><b>CHRYSLER</b></p> <p><b>Walter Percy</b></p>	<p>Name Badges are supplied by the Club when you join. But if you would like to upgrade, you may purchase a smaller name badge which is manufactured with your name and club emblem. You may see others wearing them at meetings. They are available in:</p>	<table border="0" style="width: 100%;"> <tr> <td>Plain with dual pin and clip</td> <td style="text-align: right;">\$9.00</td> </tr> <tr> <td>Plain with magnet</td> <td style="text-align: right;">\$10.00</td> </tr> <tr> <td>Clear Glaze Acrylic with pin</td> <td style="text-align: right;">\$11.00</td> </tr> <tr> <td>Clear Glaze Acrylic with dual pin and clip</td> <td style="text-align: right;">\$12.00</td> </tr> <tr> <td>Clear Glaze Acrylic with magnet</td> <td style="text-align: right;">\$13.00</td> </tr> </table> <p style="text-align: right;"><i><b>Please contact John Goddard at the meetings or by phone at 8443 6311 / 0435 107 854</b></i></p>	Plain with dual pin and clip	\$9.00	Plain with magnet	\$10.00	Clear Glaze Acrylic with pin	\$11.00	Clear Glaze Acrylic with dual pin and clip	\$12.00	Clear Glaze Acrylic with magnet	\$13.00
Plain with dual pin and clip	\$9.00												
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<p>Plain with Pin <span style="float: right;">\$8.00</span></p>													

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

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

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

2<sup>nd</sup> badge name..... Price.....

3<sup>rd</sup> badge name..... Price.....

4<sup>th</sup> badge name..... Price.....

5<sup>th</sup> badge name..... Price.....

**Total \$**.....

# MARKET PLACE

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JB 4FC      4LSL 	Men's Fine Chambray Shirt Long Sleeve—blue 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				\$50	
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	
HS - 4014 	Baseball Cap – inserts on Crown & Peak	Navy/ Red	n/a		\$19	

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## MARKET PLACE

### NOTICE TO ADVERTISERS

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

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1954 235HP V8 Convertible Chrysler Windsor New Yorker Imperial Poster. Asking \$15 plus postage. Steve 0418 643 505

Cub Camper, 1984 - Rego S290TCD, Good condition, but tent is torn in 2 places, ideal behind a vintage car, Priced to sell \$2,500. Selling on behalf of a family member, David May 0408 823 379 (see pic)

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**[Bold adverts are new this issue]**



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