



**THE
CHRYSLER
COLLECTOR**

**Number 258
January / February 2022**

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 \$35.00 - Metro family \$40.00 - Country single \$25.00 - Country family \$30.00

Club Officers

President:	Brenton Gibb, 18 Caroonia Avenue, Modbury Heights 5092 ah 08 8263 2908
Vice President:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Secretary:	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Asst. Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
Treasurer:	Alan Driver, 6 Hastings Road, Brighton 5048 08 8298 1194
Editor:	Richard Tapp, 509 Greenshields Road, Younghusband 5238 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, PO Box 5266, Murray Bridge 5253 ah 0432 557 937
Technical Liaison:	Jim Dawson, 31A East Parkway, Colonel Light Gardens 5041 0412 790 550
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 Caroonia Avenue, Modbury Heights 5092..... ah 08 8263 2908
Historic V Registrar:	Chris Bennett, 3 Fielding Road, Clarence Park 5034 0418 802 764
Historic V Registrar Asst. Committee:	Jeff Knowles, 7 Stanley Street, Hillbank 5112..... 08 8255 8671
	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ah 08 8322 1715
	Ian Myers, 12 Liddell Drive, Huntfield Heights, 5163..... 0411 576 775
	Greg Newley, 326 Morphett Road, Warradale 5046 08 8298 2586
Federation Rep:	Alan Driver, 6 Hastings Road, Brighton 5048..... ah 8298 1194
Combined Car Clubs Rep:	Vince Isola, 4 Grigg Court, Clarence Gardens 5039 08 7007 4461
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168 08 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
Catering Coordinator:	Carolyn Harris, 17 Waterview Crescent, O'Halloran Hill 5158 ah 08 8322 1715

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: chrysler-restorers-sa.org.au

Facebook: facebook.com/groups/chryslerclubsa

Photos: flickr.com/photos/164632874@N04/albums

The Chrysler Collector

Next Issue: Please submit material for the next issue **no later than Friday 25 February 2022. Only corrections/ amendments accepted Sunday 27 February 2022.** Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 509 Greenshields Road, Younghusband SA 5238 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.

COMING EVENTS

CLUB MEETINGS

Wed. 9th February 2021

Covid rules permitting

Wed. 9th March 2021

Covid rules permitting.

No club meeting in January

INVITATION/OTHER CLUB'S EVENTS

Sunday 13th February 2022

Corvettes Rock The Bay. Wigley Reserve, Glenelg. 10.00am – 3.00pm

Sunday 13th February 2022

All British Day. Echunga Oval. 10.30am – 3.00pm

Sunday 27th February 2022

Small Ford Day – 10.00am – 3.00pm

Birdwood Mill

Saturday 19th March 2022

The Northern Automotive Restoration Club

The Clare Valley Cruise for Cancer. Departs Mintaro Oval at 1.00pm finishes at 3.30pm. \$10 per vehicle with ALL proceeds going to the Cancer Council

Sunday 20th March 2022

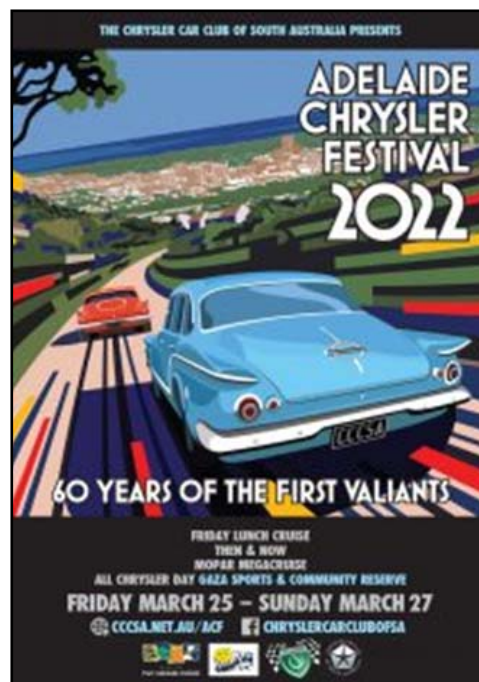
The Northern Automotive Restoration Club – From 9.00am. The Clare Valley Show and Shine – from Veteran and Vintage, through Classics, Military Vehicles and Contemporary. Best dressed award. Mintaro Oval - \$20.00 per vehicle – includes both driver and passenger. Coffee and food available on site. Entry forms available on www.narc.org.au

Entry Forms etc.

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

2022 Adelaide Chrysler Festival

Full details are still being finalised, what we do currently know is summarised below:



Friday 25th March: To be confirmed – laps and lunch at The Bend Motorsport Park, Tailem Bend. Join us for a cruise up the freeway to the Bend Motorsport Park for a couple of laps of their world-class race track followed by lunch at the restaurant.

Friday 25th March: Friday night meet and greet (details TBA)

Saturday 26th March: Mopar Mega-Cruise (details TBA)

Sunday 27th March: All Chrysler Day at Gaza Sports and Community Centre – Klemzig Oval from 10am to 3pm.

Registration forms will be available early in 2022 once details of the weekend are finalised. Watch this page for further updates as the plans come together.

Membership / Records

NEW MEMBERS

Robert Jusup & Beverley Ousey Kalangadoo
1971 VH Charger Coupe
1969 VF Valiant Hardtop
1964 AP5 Valiant Sedan
1962 SV1 Valiant Sedan

Peter & Debbie Bryant Colonel Light Gardens
1928 Dodge Senior Six Sedan
1965 Chrysler AP6 Sedan

Cover Photo

Vince & Denise Isola's 1962 S Series Valiant. Photo Richard Tapp, 2021 Willaston, Shea-Oak Log run

COMING EVENTS

Twilight Mystery Run

Saturday 12th February 2022
Meet at the CCC clubrooms
4.15pm for 4.30pm departure.

BYO dinner, chairs, etc.
1 BBQ is available. Bring
Aeroguard™. ☺

Greg Lind
0432 373 901

Chrysler Car Club – All Chrysler Day

Sunday 27th March 2022
All Chrysler Day at Gaza Sports
and Community Centre –
Klemzig Oval from 10am to
3pm.
For all members who are
attending we will be meeting at

8.30am – from North East Road
turn into Wellington Street to
gain access to oval. BYO chairs,
food available on site. We will
be setting up a display area.
Registration forms will be
available early in 2022 once

details of the weekend are
finalised. Full details can be
found here: [https://cccsa.net.au/
acf](https://cccsa.net.au/acf)
Contact Greg Lind 0432 373 901
or Brenton Gibb 08 8263 2908

A Day Discovering Eudunda

Sunday 10th April 2022
Meet at the Officeworks carpark
cnr Main North Road and
Kesters Road, Parafield at
8.30am for a 9.00am departure.
We will be visiting various sites
around Eudunda including –

Eudunda Family Heritage
Gallery, Worlds End Curio's.
Lunch will held at the Eudunda
Hotel 12.00noon.
After lunch we will visit the silo
paintings and the Centenary
Gardens Park, which include

many hidden treasures.
Booking sheet will be available
at general meetings leading up to
this date.
Contact Jeff Knowles 0402 521
769 or Greg Lind 0432 373 901

TBA

Sunday 15th May 2022
Details TBA

Registration Day

Saturday 4th June 2022
At the CCC Clubrooms
Please come along and renew
your club membership and if you
have vehicles on club
registration please bring all of
the relevant paper work with

you. All of the paper work will
be forwarded to you in a separate
envelope at the same time as the
May/June magazine. There
maybe some minor changes as to
the number of people allowed in
the clubrooms at any one time
due to Covid19 restrictions.

Time is between 10.00am and
2.00pm.

**PLEASE NOTE THIS ON
A SATURDAY.**

Chris Bennett
Sharon Gibb



16th National Chrysler Rally, Wangaratta

September 2022
Entries are now open for the
week long 16th National
Chrysler Rally to be held in
Wangaratta from 25th

September to the 2nd October.
To enter go to
[www.chryslerclubvic.org.au/
nationals](http://www.chryslerclubvic.org.au/nationals)

Accommodation bookings are
your responsibility
See entry form for full details, or
contact Greg Lind - 0432 373
901.

FROM THE COMMITTEE

President's Message



Hi all, welcome to the January / February issue of the Chrysler Collector. I hope you all had a happy and safe festive season.

Let's look back at some of the highlights of 2021. After not being able to access the club rooms for meetings for most part of 2020 it was good to be able to conduct meetings back inside during the cooler nights of 2021 even though our numbers were restricted.

We opted to reintroduce supper in a slightly different format allowing for some fellowship among our membership group. I would like to thank Carolyn Harris, Marlene Gibb and Sharon Gibb for their efforts in supplying all of the food for us.

At our Presentation Lunch we honoured another two long serving and very much club orientated members to the status of life membership, well done to both Kevin Williams and Lindsay Gibb on this achievement.

With our ageing group we as a committee have opted to go away from our Christmas picnic lunches in the park to hotel / club lunches in the past couple of years, and this year we selected Club 722 on Port Rd at Beverley. We attracted 52 members on this run but alas we were reduced to 48 due to some close contacts of Covid. The service and quality of meals was first class so if you are looking for an outing close to town give them a try.

Numbers were down at our December meeting on previous years, but that made for plenty of food for those that did attend. Greg Newley had his work cut out giving away the endless supply of raffle prizes that he and Denice had purchased along with the generous donations of prizes from many great club members.

Greg Lind has continued to coordinate some fantastic

runs for us all over the last six months and he has already got some exciting runs planned for the next five months so I encourage you all to attend at least some of them. These runs just don't happen. A lot of planning, researching, driving and pub lunches are involved in them to occur and be successful.

At our March meeting, we would like to resume to everyone bringing supper which we can plate up and individually serve similar to old times before this thing called Covid arrived. That's the plan at this point but who's to say what may occur.

If you have not yet purchased a club calendar please make contact with Bob Heywood he still has a few for sale. This years features Chrysler archive photo's along with some brochure shots. Truly a collector piece at only \$15.00 each.

On a sad note, from our point of view, Bruce Bragg and Carolyn Harris are planning to move to Mildura so we will require a new catering officer, it's not a demanding role but requires someone to coordinate the supper rollout. Please let a committee person know if you would be willing to take on this role.

Also Alan Driver has informed us that he is wishing to stand down as Treasurer at our AGM in July after many, many years in this role. He will be sorely missed but this gives someone else the opportunity to take on this most important role within our club. Please come forward and let us know and Alan will introduce you to the demands of being treasurer.

Please check out our charity run through the Barossa Valley with the Ford club and GM club on Australia Day promoting Australian Car Manufacturing and let me know if you wish to attend for catering purposes.

Our condolences to Robin Kavooris and family on the passing of his wife Lyn late last year. Robin and Lyn have been members for 35 years.

Brenton Gibb

From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Mark Fenton, Ron Monck and Tim Schapel.

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.

WEBSITE STATISTICS

	Nov 21	Dec 21	Dec 20	Dec 11
Sessions	195	167	129	694
Users	130	113	92	238
Page views	332	464	299	11,949
Pages/session	1.7	2.8	2.3	17.2
Average session (m:ss)	1:32	2:28	1:40	5:01
Flickr views		1,121k	646k	-
Facebook mbrs	1,214	1,282	753	-

16TH NATIONAL RALLY

Wangaratta September 2022

16th National Chrysler Rally Wangaratta - September 2022

Entries are NOW OPEN

Entries are now open for the weeklong 16th National Chrysler Rally to be held in Wangaratta, from 25th September to 2nd October 2022. This event is held every three years, somewhere around the country, and this time it will be held in Wangaratta, Victoria, an area notorious for its Ned Kelly bushranger past.

The event is being organised by the Victorian Chrysler Restorers Club for members in Victoria, NSW and SA and preparations are now well underway to hold a memorable event that includes daily runs to local tourist destinations that are sure to be of interest. It will also include nightly social activities to ensure that all participants enjoy their weeklong get together, before ending with a public display day showing off the impeccable 100+ Imperial, Chrysler, Desoto, Dodge, Plymouth, Valiant, Fargo vehicles that will be attending the rally from around Australia. The event closes with a gala dinner on Saturday night, 1st October 2022.



Submit Your Entry Now (Entries Close 31st March 2022)

Entries are being accepted ONLINE and by POST, however online entry is preferred and is the easiest for those with internet access.

To enter go to www.chryslerclubvic.org.au/nationals Make this a favourite in your browser so you can revisit the site to stay up to date with what is happening with the planning of the event.

To enter ONLINE find the relevant link to submit your entry by answering a series of questions. You will receive an acknowledgement email in return, with details of your entry request plus details on how to make payment.

To enter by POST find the link to download the PDF entry form or ask a representative from your local state committee for a printed copy.

Once your entry and payment has been received and processed you will receive an Entry Confirmation letter (by email or post). Additional communications will be sent throughout the next year to provide additional Order Forms for your preferred meals, tourist site entry and merchandise requirements.

COVIDSAFE rally requirements will be met in 2022 based on government guidelines at the time. Refunds due to cancellation will be addressed based on circumstances accordingly so please do not hold back on submitting your entry.

Accommodation

ACCOMMODATION BOOKINGS ARE YOUR RESPONSIBILITY. All daily and nightly activities start, or are held, in Wangaratta so please choose suitable LOCAL accommodation only. Accommodation bookings can be best investigated and made by visiting www.visitwangaratta.com.au/Places-to-Stay or ask for a list with your printed entry form

It is important to book your accommodation in Wangaratta **as soon as possible**. While Wangaratta was selected because it had plenty of various types of accommodation available, and no clashing events of note in 2022, circumstances have changed due to Covid-19 and we are being told that a year and a half of postponed holidays and events is now catching up, and booking requests are being received more than 12 months out from would be travellers looking to lock in that long-awaited getaway. Please don't delay. Cabins at the caravan parks have been reserved for us and are only available on request, by nominating CHRYSLER RALLY.

Burson Garage Sponsorship

We are fortunate in these difficult times to have secured sponsorship from Burson Auto Parts to assist with the presentation of the Rally. In return, ALL members of the respective NSW/VIC/SA clubs, whether or not you are attending the rally, are invited to join Burson Garage to gain access to member only pricing and discounts at all Burson Auto Parts stores. Please show your support to Burson by taking advantage of this offer and include Burson as one of your preferred suppliers of parts, tools and accessories needed for maintaining your vehicles (both Club and modern).

There will be additional promotions involving Burson Auto Parts in the lead up to the rally, hopefully including them, and their suppliers as guest speakers at in-person Club meetings. Look forward to joining in these opportunities to cement the benefits for Club members and Burson themselves.



BURSON GARAGE

bursongarage.com.au

Join Now

CLUB NOTES

Minutes of the Meeting held 10 November 2021

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 10 November 2021 – commenced at 7:50pm.

Emergency Wardens

President B. Gibb explained emergency response plan to members attending meeting. Covid19 sheet for everyone to sign in, as well as QR code – will be using as our attendance sheet as well. Covid19 recommendations are to be adhered to during this meeting.

Apologies:

Per attendance book

New Members & Visitors

None advised

Sick List

Denice Newley recovering well from knee surgery

Minutes Previous Meeting

Read and moved by A Lind seconded Trevor Beythien, carried by members.

Correspondence

CCC – Minutes of committee meeting held 11/10/21

FHMC – Minute of meeting held 21/8/21

Letter from Judy McNair

Email 1/11/21 – 1965 Plymouth Sport Fury Convertible for sale

Email 1/11/21 – Julie Crichton – regarding change of details

Email 3/11/21 – 1952 Plymouth Cranbrook or sale

Email 8/11/21 – CCC regarding restrictions

Email 8/11/21 – FHMC re restoring Bedford CF Van

Email 9/11/21 – FHMC – carrying loads with historic vehicles

Treasurer's Report

Alan Driver presented his report and tabled the summary of income and expenditure as at 31st October 2021. Members total funds \$44,208.56

Payments

Sharon Gibb – Postage \$110.00, Guest Speaker gift \$20.00

Carolyn Harris - \$12.40 supper

CCC rent - \$105.00

Alan Driver moved report and payments, seconded Jeff Knowles, carried by club members in attendance.

Committee Reports

Runs Coordinator – Greg Lind: spoke re future events

Editor – Keep articles coming in for magazine.

Public Relations – John Goddard: see pp20-21 of magazine. Price rises in 2022.

Records – All going ok.

Librarian – Jim Dawson advised there are new magazines in the library for borrowing or reading.

Tech Rep – Jim Dawson advised pretty quiet at the moment.

HVR – Chris was absent. Jeff Knowles advised he had been doing HVR tasks.

Triple C – Vince Isola: Nothing to report. Meeting is next month.

Federation Rep – A Driver advised nothing to report.

Past Events

Chris Howes spoke on club run to Tarlee on the oval for a charity day. Around 150 cars in attendance, a well organised event with the Tarlee Hotel running a BBQ. Luckily, we had our club tents as there wasn't a lot of shade. Would do this event again.

Brenton Gibb also spoke on the Tarlee run, it was pretty easy to organise and a no fuss event. They do this event biannually. A lot of interesting cars with Mike Osborne winning a trophy.

Trevor Beythien spoke on a run he and Lorraine went on – pub crawl along the river with stops at Murray Bridge Club, Tailem Bend hotel who provided a minibus to collect you from your site and return you. Spent 2 days at Wellington Hotel - a very good event.

Kevin Williams spoke on his run with the Morris Register to Gilbert Motor Museum in Strathalbyn. Very good day with about 26 cars attending. Plenty to see and do in Strathalbyn.

General Business

Brenton Gibb spoke once again to club members regarding the request from the Chrysler Restorers Club of Aust, Vic for us to contribute to their National Rally in September 2022 in Wangaratta. He advised the meeting that the committee had settled on a figure of \$2,500 being a one off Covid19 Pandemic contribution and advising Victoria and NSW that we will not be contributing to any further National Rallies held in their states. Chris Howes proposed that an amount of \$2,000 be considered as the contribution while Jim Dawson proposed \$2,500 be considered as the contribution. Brenton Gibb asked for a show of hands for an amount of \$2000 – 17 club members voted for this option while 13 members voted for the amount of \$2500.

Jim Dawson requested it be minuted that this \$2,000 will come from our clubs' general funds and not the money which has been put aside for our next National Tour. Chris Howes proposed that there should be no fund raising by our club to return this money to our general funds as we have plenty in the bank, seconded Greg Lind carried by members attending meeting.

Things you don't know about me

Richard Tapp spoke about his hobby of building and flying model aircraft and having previously flown gliders.

Raffle

Greg Newley conducted raffle

Conclusion

Kevin Williams told a joke in memory of Ron Hincks President summarised the coming events.

Meeting closed at 8:50pm.

CLUB NOTES

Minutes of the Meeting held 8 December 2021

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 8 December 2021 – commenced at 7:50pm.

Emergency Wardens

Brenton Gibb explained emergency response plan to members attending meeting. Covid19 sheet for everyone to sign in, as well as QR code– will be using as our attendance sheet as well. Covid19 recommendations are to be adhered to during this meeting - which was held outside.

Apologies:

Per attendance book

New Members & Visitors

None

Sick List

Dean Hurst recovering from surgery. Brenton advised meeting Jim Dawson was going in for surgery.

Minutes Previous Meeting

Read and moved by Ann Lind, seconded Chris Howes, carried.

Correspondence

Email received 12/11/21 – from Jim Dawson re letters to parliament re concerns towards ending the sale of new internal combustion powered private vehicles and the security of petrol in the future.

Email received 25/11/21 – from Jim Dawson from Catherine King Shadow Minister for Infrastructure, Transport and Regional Development.

Letter received 5/12/21 – FHMC SA Inc Minutes of general meeting held 16th October at CCC Clubrooms

Email received 5/11/21 – FHMC SA Inc re Carrying of Loads on conditional registration.

Email received 6/12/21 – from Sharon Gibb regarding December Club Meeting.

Information received for invitation events handed onto Greg Lind

Treasurer's Report

Alan Driver presented his report and tabled the summary of income and expenditure as at 30/11/21.

Payments:

Elite Printing - \$580.00

S Gibb - \$40.00

Alan Driver moved report and payments, seconded Chris Howes, carried by members attending

Committee Reports

Runs Coordinator – Greg Lind: Spoke re future events

Editor – Richard Tapp: Keep sending articles for magazine

Public Relations – John Goddard: apology

Records – Sharon Gibb: Everything OK

Librarian – Jim Dawson: Apology.

Tech Rep – Jim Dawson: Apology

HVR – Chris Bennett: Everything going ok, thanked Jeff Knowles for sorting a couple of HVR enquiries while he had been away.

Triple C – Vince Isola: Still waiting on Marion Council for signing of 5 year lease. BBQ outside of building had some maintenance done to improve them. BSA Club will have a trophy cabinet in building. Double vaccination rules to be discussed

Federation Rep – Alan Driver: Nothing to report.

Past Events

Ann Lind spoke on the SheaOak Log museum and lunch at Willaston hotel. A very interesting museum to visit and lunch was well catered for by the hotel.

Greg Lind thanked Brenton and Sharon Gibb for organising the Xmas lunch at 722 Eagles Bar and Bistro, Beverley, great day, good food and a chance to catch up with members before Christmas.

General Business

None.

Things You Do Not Know About Me

Not at this meeting.

Raffle

Brett Newley conducted the raffle.

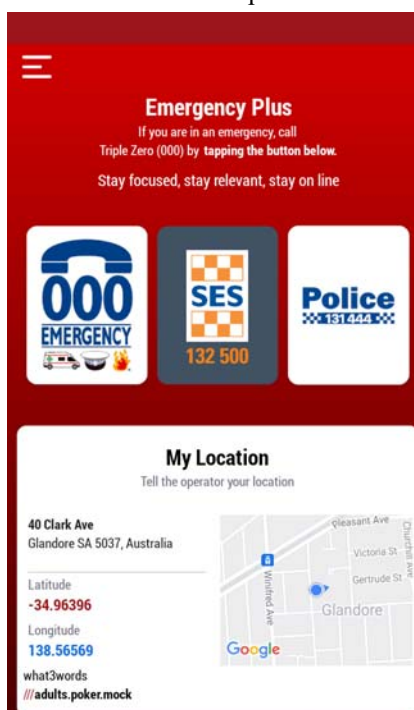
Conclusion

Kevin Williams told a joke in memory of Ron Hincks President summarised the coming events.

Meeting closed at 8:30 pm followed by a socially distanced supper to celebrate Christmas.

EMERGENCY PLUS APP

When an ambulance was called for Alan Driver at the September meeting, the Ambulance failed to quickly find the Clarke Avenue carpark.



The Emergency Plus App, screenshot on left, is available for both Android and iOS (Apple) phones.

It converts the phone's GPS location into a 3 word code which Australian emergency services can use to immediately locate the phone within 3 metres.

Surely we should ALL have this App.

PAST EVENTS

Willaston / Shea-Oak Log Museum

14 November 2021

The November run was to lunch at the Willaston Hotel followed by a visit to the Shea-Oak Log Historical Museum.



PAST EVENTS

Christmas Lunch

5 December 2021

Christmas lunch was held at Club 722 on Port Road. Special thanks to the wonderful staff who provided us with excellent service and fantastic meals. *Photos by Brenton Gibb.*

Brenton Gibb



PAST EVENTS

Police Historical Society

NOTES FOR TALK TO CHRYSLER RESTORERS CLUB WEDNESDAY 08 SEPTEMBER 2021

Good evening, Ladies and Gentlemen, my name is Ron Monck, I am a former Police Officer, originally as a Motor Traffic Officer on the bikes and I spent a few years in the Accident Investigation Squad. I have the privilege of being the volunteer manager of the SA Police Historical Societies Vehicle Museum, correctly known as the Bruce Furler Gallery but affectionately know to us in that area as the "Garage". I am in my ninth year in that position. I have very fond memories of the early days with the Chrysler Valiants.

Tonight, I thought we would give you a brief run down on SAPOL's Long History with Chrysler Vehicles together with some fond memories of those great Chrysler vehicles. I would mention I am not a technical person. When I have a need to sort any technical problems that my team can not sort, I know some good people/gurus in the Chrysler Restorers Club.

(Photo A) SAPOL's association with Chrysler Vehicles began in 1959 when they acquired an ex World War II Dodge Power Wagon for the newly established Emergency Operations Group. (Dept. and Govt. saw need or urgent need of effective VHF police radio communications after death of a lost bushwalker in Wilpena Pound. Nicholas Bannon, brother of John Bannon who later became Premier of SA. The Power Wagons had originally been purchased by Govt. for Snowy Mountains Scheme. Vehicle was assembled by Motorcoach builders TJ Richards, had a 70-foot radio tower, a 30-foot whip aerial and was fitted out with VHF Radios to operate a field communications base in the special field operations.



(Photos B & C) In April 1959 the association began in earnest with SAPOL's purchase of 6 mist blue coloured Chrysler Royal AP2 Sedans for traffic work and mainly Highway Patrol work. These vehicles were six-cylinder models with Manual Gear Boxes. At that time I was a 17-year-old Junior Constable (Now Cadets) and was chosen to drive one of the contestants in the Queen of the Highland Games competitions being held on Adelaide Oval. An awesome experience for a young bloke driving one of those magnificent machines with a young lady in the back and on the hallowed turf of Adelaide Oval.



(Photos D, E & F) During 1961 and 1963 SAPOL purchased several of the AP3 Chrysler Royal V8 (313 Cubic Inch – 5.1 L) Sedans with TorqueFlite Pushbutton Automatic transmission. Some were used for Highway Patrol Duties, some for General Traffic Duties, and other plain mist blue models used by Commissioned Officers performing administrative duties. The Commissioner used a Black AP3 for Official Duties. Some Traffic/Highway Cars were fitted with a roof mounted revolving flashing light. The first time this type of light had been utilised. (Sirens had not been fitted to Police Cars from approx. 1957 until they were reintroduced by Commissioner Salisbury in 1972) The AP3 was considered to be the ultimate in SAPOL patrol

PAST EVENTS

Police Historical Society (ctd)

cars at that time.



(Photos G & H) Until 1962 Holden dominated the SAPOL Fleet but this was about to change. In that year the R Series Valiant was released. SAPOL acquired one of 225 slant 6 models for evaluation. In March it was replaced by the S Series. SAPOL purchased six mist blue coloured S Series, three manual and three automatics. The vehicles were fitted with the "Police Roof Light signs" I was a Constable based at the Patrol Base at Angas Street Headquarters driving EJ Holden Sedans. (Could tell you a story about doing a high-speed chase in an EJ Holden) Suddenly a couple of magnificent, sleek looking S Series Valiants appeared in the fleet car park. From there on there was a rush to be nice to the dispatcher to get your hands on one of those for the shift. The look, the performance and handling made the poor old EJ Holden look like T Model

Fords. We loved them, best looking Police Car for years. I only recall driving the push button auto models, I suspect the manuals went to the traffic patrols.



(Photos I & J) Following the success of the S-Series valiant, when the AP5 model was released in 1963 a substantial number of mist-blue coloured AP5 sedans and Safari station wagons were ordered. Most were 225 cu inch slant six 145 bhp six-cylinder automatics. 30 Were delivered to the Thebarton police Barracks in November 1963 as General Patrol Vehicles. Some Safari Wagons were utilised by the Accident Investigation Squad with badging on the doors and with the red flashing dome light. Six AP5 V8 sedans were purchased for traffic work. (This was before the V8 Valiant motor was available to the public) During this period I had completed the motorcycle course) and transferred to the No.4. Traffic Division. In those days when on afternoon shift apart from those on duty in the CBD after tea break, we left our bikes at the Barracks (BSA 650'S) and completed the shift in a sedan. There was always a foot race between the speedies to get down to the Barracks Transport Shed to convince the dispatcher to give you one of the Valiants. On one shift I was allocated one of the V 8 models, towards the end of the shift I was travelling towards the city on Main North Road Walkerville, in vicinity of the now Calvary Rehab Hospital. A VW beetle was parked at the kerb to my left, no lights on and no

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indication of anyone being in it. Almost onto it, the vehicle suddenly moved of and did a “U” turn, as a result it was “T” boned by a SAPOL AP5 V8 Traffic Car. Main thing no one hurt but I was not happy, my colleagues gave it to me big time for being the cause of taking a V8 Valiant off the Road.



(Photo J) I was transferred to the Accident Investigation Squad when the AP5 Safari Wagons were still in use. Our rescue equipment at that time was a large blue box sitting in an angle iron frame in the parcel section. (That was a huge area) The box contained a couple of traffic cones, a jemmy bar, an axe, a hacksaw and not much else. I was so pleased they were using the Valiant Safaris, we often had to attend an accident scene “With haste” to extricate trapped passengers etc. (In those days Police did the rescue, no Fire Brigade or SES help back then) The pace and handling compared to the Holden’s of the day was amazing. (You can regain control at speed on a very wet road after taking evasive action – I refuse to believe it was luck – skill and a great vehicle??)



(Photos K to P) SAPOL continued to purchase substantial numbers of Valiants when the AP6 Series was released. Continuing to purchase

mainly 6-cylinder models for general patrol, CIB and Admin work. Eight V8 sedans were purchased for traffic work. Safari Wagons 6 Cylinder.



(Photos L to P) During 1967 and 1970 Chrysler introduced the VC, VE and VF Models. SAPOL continued to purchase predominately Chrysler Valiant sedans for use in general and traffic patrol work and Safari Wagons for the Accident Investigation Squad vehicles. The vehicles continued with the same badging and emergency lights as previous models.



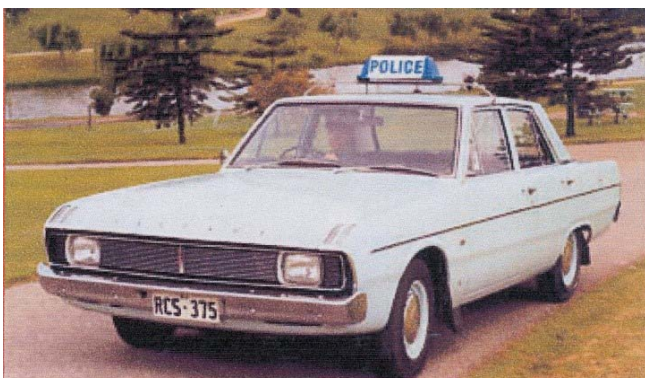
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(Photos Q,R & S) SAPOL purchased the 1970 VG Valiant Sedans with the new 245 Cu Inch (4 Litre) Hemi 6 cylinder engine. At this time SAPOL was replacing all existing red roof lights with blue and they were now mounted on roof racks to avoid fixing direct to the roof. The purchase of Safari Station Wagons for specialist areas such as AIS continued. Badging remained the same as previous models. At around this time I was offered a lucrative position with a private company investigating vehicle accidents for Insurers. The money, hours, no shift work and other benefits were too much to resist and sadly I left SAPOL. (A decision I regret to this day) My mates were telling me about this new Valiant model with the Hemi Motor. I checked them out and purchased a new VG Valiant Pacer. To quote Mitsubishi "Loved that Car" bagged a lot by a few purists about the "Three on the Floor" but she went well, especially on country trips. A much-maligned motor car.

(Photos T, U to V3) SAPOL continued to purchase Valiants when the VH Model was introduced. The front bucket seats and new 265 cu in (43Litre) Six Cylinder motors were well received by the troops. Some traffic cars were fitted with the 360 Cu Inch (5.9 Litre) V8 motor. Following the retirement of Commissioner McKinna and the appointment of Harold Salisbury the Police sign on traffic cars were being progressively replaced with revolving blue lights, twin Bosch emergency alternating horns were fitted behind the front grille and "Police" decals were displayed on the front and rear of general patrol cars. Traffic cars were fitted with the reflective candy striping. A VH Safari



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Accident Investigation Squad vehicle was fitted with an extendable night flood light. First time this had been done.

(Photos V4 to V6) When the VH model was replaced by the VJ Series SAPOL purchased a number of VJ's all of which were fitted with the 360 Cu inch (5.9L) motor.

(Photos W to X2) The Valiant Charger was first introduced as a VH Model in 1971. In 1973 SAPOL purchased its first Chargers, several VJ Series powered by the six-cylinder triple draught Weber 2 BBI carburettor Hemi motor (Bathurst Specials) for Traffic and Highway Work. In 1975 they purchased 6 VK series Chrysler Chargers powered by 360 Cu inch (5.9L) V8 also for traffic and highway work. The CL series were purchased until the series was dropped as the V8 motor no longer met the new emission standards. SAD. I must mention that once again hear from my former Traffic Cop Colleagues about driving the Chargers, I checked them out and purchased a new charger. Couldn't afford the 770, was a VJ

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XL but loved that car!!



(Photos Y1-Z2) I now come to the end of a wonderful era the VK, CL and CM Chrysler Valiants. We all know the VK was virtually a copy of the VJ model but with the Charger Style Grille. CL's and CM's were virtually only restyled models. By this time, it was known Chrysler Operations and the Valiant era were coming to an end and SAPOL started to increase it's purchase of Holden Vehicles. SAPOL continued to purchase Valiants right up to the end when production ceased in 1981. You will find some ex SAPOL CM's where the ID plates show the manufacturer as Mitsubishi. This ended a 20-year significant relationship Between SAPOL and Chrysler. Very sad, especially for old timers like myself who were there when the relationship really started with the S Series Valiant. Great memories of that time. Thank goodness we have great organisations such as the Chrysler Car Club restoring and preserving these magnificent vehicles. #####I believe the CL in the photo is a CM – you will see the traffic car photo shows a CM – same rego. Number – was incorrectly restored as a traffic car when it was originally a general patrol car.

Continued on page 20

MOPAR MECHANIC

Find that rattle - It is only a 5 minute job

In a newsletter of another club that I am a member of there was a very amusing article that a member submitted about doing a 5 minute job on his car which resulted in many hours of work and considerable cost and while my 5 minute job was not expensive it did involve considerable time.

My story begins sometime after completing the rebuild of our "R" Series Valiant and the car had been on the road for a couple of months and a number of issues had been encountered and corrected from contaminated fuel, carburettor clean, socks in radiator top hoses etc when on a run to Henley Memorial Oval on Bay to Birdwood day with the R & S Series Valiant Car Club, I noticed an annoying rattle and I was unsure if this rattle was new, had been there since day one or maybe started somewhere in between.

Over a period of some weeks I decided to try to track it down and it seemed to me in the driving position, that it emanated from somewhere between the rear passenger door to about midway across the rear parcel shelf.

With wife Joanne and I in the car neither of us could pinpoint it so I decided to check almost everything that could cause such an annoying rattle.

From past experience I decided to put the car up on the hoist and check the rear brake line to the differential and when this was "strummed" it vibrated where it transferred from fixed steel to flexible and on to the differential. I placed a number of extra saddles and this "vibration" ceased.

Car down and take it for a drive resulting in the rattle still being

there.

I then turned my attention to the fibreglass rear shelf panel I made which I had simply placed in the rear without fixing down except for where the rear inertia reel seatbelts are fixed through. To remove this one needs to remove the rear seat and the two seatbelt units and seeing this is quite time consuming I thought I would wedge some rubber items up through the speaker holes and the rear demister slot [neither of which had items installed in them] from the boot first to see if this helped. Take the car for a drive and the rattle seemed to be reduced but was still there so back to the shed and commence to remove the seat, seatbelts and shelf allowing the installation of some material between the metal bodywork and the fibreglass shelf.

Everything back together and out on the road again and while the rattle seemed to be reduced it was still there so back to the shed and the drawing board.

I then considered the boot lid torsion bars which when flicked did vibrate against each other a little so cut some pieces of rubber fuel line, split them and feed over the metal bars then take the car for a drive only to have the rattle still there.

Back to the shed and another look in the boot at the torsion bars and I notice out of the corner of my eye the fuel tank breather pipe and although it is clipped into place, I strum this and low and behold it imitates the rattle perfectly, so having looked like I have finally solved the problem I cut another piece of hose wedge it in and there is then no sound so head off again for the final drive to confirm the fix but then back home to the

shed as the rattle is still there.

Unfortunately I could never get the rattle to occur until I was 500 metres down the road so each time I took the car out the rattle was fixed until I struck a particular bump then it would begin and it was becoming very frustrating having to drive the car around for a mile or so each time.

At home in the shed and some more thought, back to my first impression of the rattle coming from the rear passenger door and although I didn't want to do this as it is quite difficult I started to remove the inside door card. This required the removal of the inside door handles, arm rest, door lock lever and the metal cover at the top of the door. Unclipping the door card was easy but then I was left with having to remove the plastic weatherproofing I had installed and I didn't want to do this as it was considerable work to replace in the manner that I had done during resto.

Finally I gave in and decided to ask the wife to assist!

Joanne refuses to drive the car [it is an auto so I find this strange] so the idea of her driving and me sitting in the back to trace the rattle couldn't occur so Joanne sat in the back but the resultant drive didn't help much except she indicated the noise was coming from the front of the car.

Back to square one so Joanne suggested I drive to our son's place at Balhannah and get him to drive so I can sit in the back [all because she won't drive].

I get to Balhannah and the noise is almost unbearable, it is driving me mad.

At Balhannah after explanations Luke [our son] jumps in the

MOPAR MECHANIC

Find that rattle - It is only a 5 minute job (ctd)

drivers seat, me in the back and we head out towards the railway crossing on Junction road which by the way has just been resurfaced and is smooth as a baby's bum and there is no rattle, we go over the railway line, rattle starts with a vengeance, Luke turns looks at me, points to the interior lamp while I was doing the same and there is the problem.

Some time ago I had purchased from the Victorian R & S Club one of the LED lamp replacements for the interior light and had fitted it. The LED lamp flat panel comes with sticky back but this had become unstuck and it was rattling against the light lens.

A couple of layers of double

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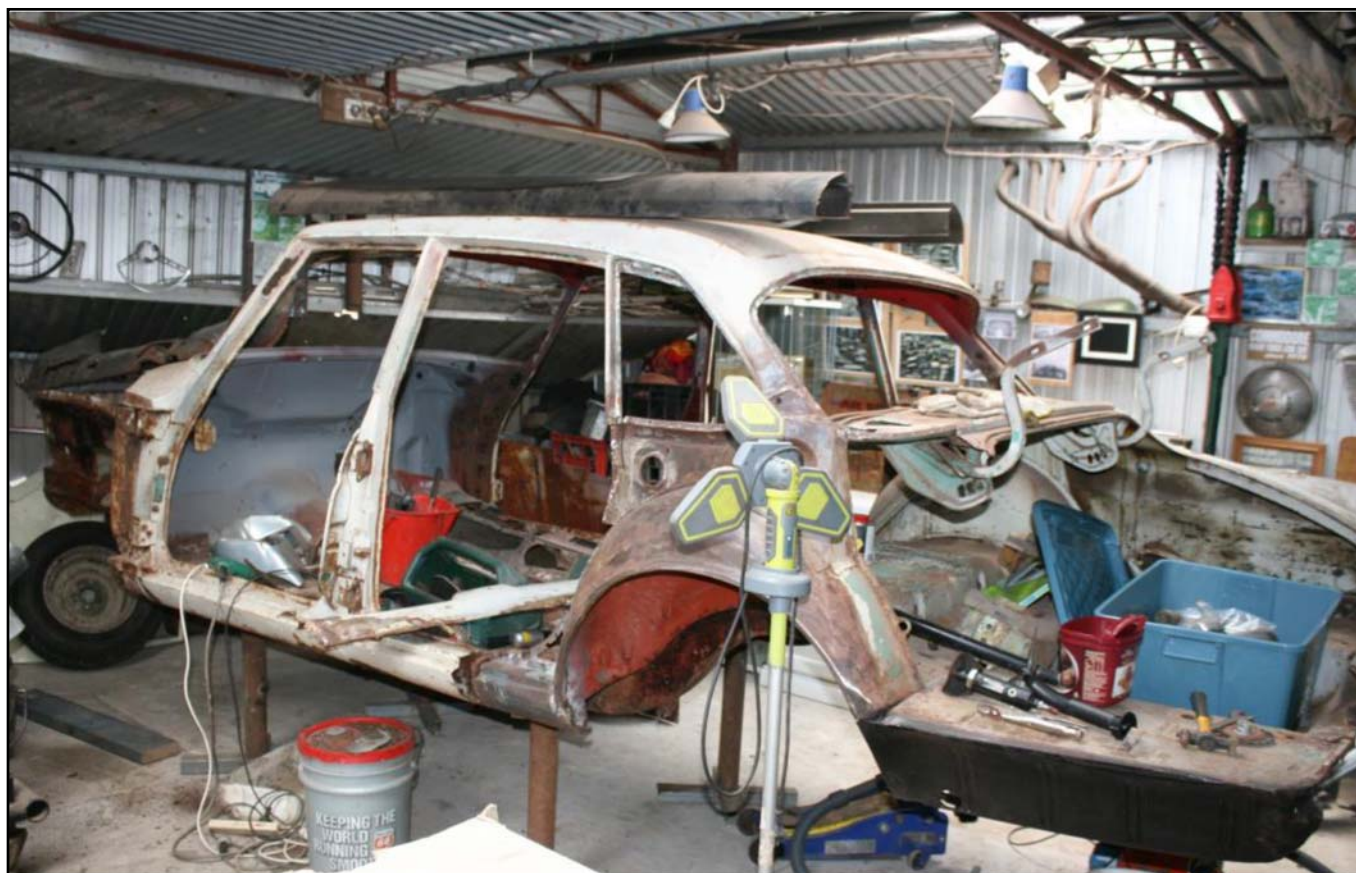
sided tape, a little relocation, lens back on and all is right with the world.

Back home in the shed, reinstall the door card, arm rest, handles,

locking levers, top trim and all is right with the world.

It will only take 5 minutes!

Tim Schapel



Paul Musolino's "R" Project well underway in his man cave-another of the unknown number of "R"s that have survived from the original 1008 but as more and more of the cars are found and restoration commenced there is some thought that up to 500 could be around. It would be good to get a final number sometime.

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Police Historical Society (ctd)

Continued from Page 17

(Photos Z3 x 4) I was going to caption this final part as well! Here are photos to show you that despite how much we love them, "Valiants do Break" But I really want to leave you with a message. Spending a few years in the Accident Investigation Squad leaves you with a few vivid memories of things that make you realise how frail the motor car and the humans in them are. (Show Photos) I attended this accident in 1968 a VE Valiant left the road and was virtually airborne when it went sideways into a large gum tree the driver and a passenger in the front


– four children in the back including two four-year old's. Driver was .25 BAC Passengers killed instantly; driver died two hours later. I say now more. Drive your magnificent machines sober and safely.

Acknowledge many of photos and much of the information is from John White's Book Police on the Move.

Ron Monck



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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		
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