



THE
CHRYSLER
COLLECTOR

Number 196

September/October 2011

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

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CLUB DIRECTORY

The Chrysler Restorers Club of Australia, South Australia Inc.

Established in 1980, catering for the following vehicles:

Dodge * Plymouth * De Soto * Chrysler * Imperial * Maxwell * Fargo * Graham Brothers * Valiant

Postal Address

PO Box 667, Plympton SA 5038

Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

Subscriptions

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

Club Officers

President:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Vice President:	Lindsay Gibb, 22 Lorraine Avenue, Para Vista 5093.....	8263 5416
Secretary:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044.....	ah 8295 2615
Asst. Secretary:	Ann Lind 56 Currawong Crescent, Modbury Heights 5094	ah 8263 6998
Treasurer:	Alan Driver, 6 Hastings Road, Brighton SA 5048	ah 8298 1194
Editors:	Bob Haywood, 2 Rosemary Street, Woodville West 5011	8268 3508
	Richard Tapp, 17 Simpson Parade, Goodwood 5034	ah 8271 6961
Librarian:	Stephen Tyler, 4 Munster Street, Windsor Gardens 5087	ah 8261 7971
Assistant Librarian:	Kevin Williams, 19 Wyndham Crescent, Surrey Downs 5126	ah 8251 3240
Technical Liaison:	Graham Bailey, 41 Reservoir Road, Hope Valley 5090.....	8264 2261
Public Relations:	Andrew Norton.....	0410 705 465
Runs Coordinator:	Brenton Gibb, 18 Caroonia Avenue, Para Hills 5096	ah 8263 2908
M/ship Vehicle Records:	Jenette Black, 41 Reservoir Road, Hope Valley 5090	ah 8264 2261
Historic Vehicle	Chris Howes, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Registrars:	Cathy Woods, 4 Peter Place, Campbelltown 5074	ah 8165 3971
Committee:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5094	ah 8263 6998
-	Garry Williams, 11A Wisdom Street, Seaton 5023.....	8353 0027
-	Brian Miles 40 Kym Street, Port Noarlunga 5167	8327 1993
Federation Rep:	Graham McRae, 26 Fisk Avenue, Glengowrie 5044.....	ah 8295 2615
Combined Car Clubs Rep:	Ken Barnes, 21 East Avenue, Millswood 5034.....	8293 7923
Historic
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 5168.....	8386 2931
Catering Coordinator:	Josie Miles, 40 Kym Street, Port Noarlunga 5167	8327 1993
Club Tools held at:	Chris Howes, 4 Peter Place, Campbelltown 5074.....	ah 8165 3971

Note that most committee members have e-mail access. You will find their e-mail addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the web version of the magazine can not be protected.

The Chrysler Collector

Next Issue: Please submit material for the next issue no later than Friday 28 October 2011. Corrections/amendments until Sunday 30 October 2011. Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 17 Simpson Parade, Goodwood SA 5034 or brought to club meetings. E-mailed digital photos should preferably be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction. **Website:** The Chrysler Collector can be downloaded in colour from: <http://www.chrysler-restorers-sa.org.au>

COMING EVENTS

CLUB MEETINGS

Second Wednesday of each month except January

CLUB RUNS / EVENTS

Tuesday 20th September 2011

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

Sunday 23rd October 2011

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

Saturday 29th October 2011

Chrysler Restorers Club Annual Dinner at Oakden Central, Fosters Rd, Oakden. Mad Hatters theme. More information Greg and Ann Lind 82636998

Sunday 6th November 2011

Biannual Combined Car Club run hosted by the Vauxhall Club.

Sunday 4th December 2011

CRC Annual Christmas Picnic at Beefacres Reserve, Windsor Gardens, near the Darley Road Bridge. More information Sharon Gibb 82632908

Sunday 22nd January 2012

Ray Miels Memorial Presidents Breakfast run.

Sunday 5th February 2012.

Registration day at CCC.

INVITATION/OTHER CLUBS' EVENTS

Monday 19th September to Friday 30th September 2011

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

Sunday 25th September 2011

Classic Bay to Birdwood Entry forms available Brenton Gibb

Sunday 2nd October 2011

Edithburgh Show n Shine at the Edithburgh Oval. Entry forms available Brenton Gibb

Sunday 30th October 2011

Down Under London to Brighton Run for Veteran Cars Motorcycles & Commercial Vehicles. Entry forms available Brenton Gibb 10.00 am start London Rd Mile End

5th & 6th November 2011

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

21-22nd April 2012

Yorke Peninsula Saltwater Classic, Stansbury. There will be various attractions including a seaside market, historic stationary engine and tractor display, wooden boat regatta display and historic vehicle display. Those interested in taking cars and caravans please make your own arrangements at the Stansbury Caravan Park.

SWAP MEETS

Sunday 11th September 2011

Gawler

Sunday 16th October 2011

Strathalbyn

Brenton Gibb



Entry Forms etc

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

Welcome to our New Members

Ron and Bae Telford	Mount Gambier	1967 Valiant VC Regal sedan 1977 Valiant CL ute
Ted Kulinski	Tasmania	1954 Plymouth Savoy sedan
Gunter and Mary Goess	Tailem Bend	1964 Dodge Phoenix sedan
Paul Manifold and Jacqueline Atkinson	Huntfield Heights	1973 Jensen Interceptor

Cover Photo

Gregory Janzow's 1938 Chrysler C18 sedan, photographed at the Chrysler Restorers Club 30th anniversary. *Photo: Richard Tapp*

COMING EVENTS

Historic Balaklava

Tuesday 20th September 2011

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

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

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

**Brenton and
Lindsay Gibb 8263 2908**

Joint Run with R and S Valiant Club

Sunday 23rd October 2011

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

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

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

Brenton Gibb 8263 2908

2011 Presentation Dinner

Saturday 29th October

Oakden Central, Oakden. This years theme is a Mad Hatter, come along wearing your wacky,

chic, elegant or just plain outrageous hat. Hope to see you there, more information in the magazine insert. Donations for raffle

prizes including best mad hat would be appreciated

Ann and Greg Lind 8263 6998

CCC Run

Sunday 6th November 2011

This run is hosted by the Vauxhall Owners Club of Australia, SA Branch. Meet and greet from 9.00am at the Mount Barker

Oval for a BYO morning tea. Departure 10.30am for a run down south with a BYO lunch. A good chance to admire vehicles from the other CCC Clubs

and catch up with members of these clubs. More information available.

Brenton Gibb 8263 2908

Christmas Picnic 2011

Sunday 4th December 2011

2011'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.

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 with numbers for lunch and children's names, sex and ages to allow time for purchasing and wrapping of gifts. Please let us know all details by 10th November.

Please note gifts will only be given to children who are listed and who attend on the day

**Sharon Gibb
Home 8263 2908**

FROM THE COMMITTEE

President's Message



Adelaide is blessed with some lovely sunny Sundays and both the July and August club outings were on glorious days.

The July run was combined with the MAPS club and also included members from the Gawler club. We headed to Mallala and Port Parham, there was loads to see at the Museum, new cars to be looked over and great food at both venues. Thanks to Mike and Mary Osborne, Margaret Edwards and Ashley Farrow who are all dual members (of both our club and MAPS) as their planning made the day a great success.

The annual calendar photo shoot on August 14th was well attended with 33 cars and 8 club members dressing to impress along side their cars. Harrison Funeral home at Ridgehaven was a lovely venue with photographers, Richard Tapp, Bob Haywood and his son Matthew taking over 250 photos. I am looking forward to the finished product. Thanks also to Brenton Gibb who acted as

traffic Marshall. The chat and car park lunch in the sun made a fine end to a good event.

There will soon be calendars to buy, voting for club member of the year, a presentation dinner to attend and finalising plans for the Christmas picnic. All of these events are already in the advanced stages of planning thanks to the willing committee and club members who appear to effortlessly bring them all together.

But they are not effortless tasks and those members always appreciate support so if you have time and are willing to be involved please consider what you might do to keep the club's wheels turning.

The introduction of an Administration Levy was discussed at the August Committee meeting with details being included in this magazine. This is in an effort to encourage club members with Historically Registered Vehicles to renew their membership on time and hence reduce the administrative workload on the Historic Vehicle Registrars. Please see the HVR report.

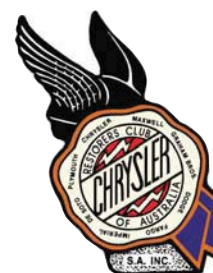
There is no further news from the

Federation of Historic Motoring Clubs or DTEI regarding the commencement date for the proposed changes to the Code of Practice.

Plans are underway for revision of the new member application form, welcome packs and annual renewal forms. There is a lot of information to be given new members particularly those who want Historic Vehicle Registration and hence the need to have concise and accurate information available as they join the club.

The year is coming to an end quite rapidly, once the show is over, it's Christmas! (Chris Howes words not mine). There is still time to come and join us in the sun on a club run or attend a meeting and find out why the club continues to grow and prosper.

Cathy Woods



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Brenton, Sharon and Lindsay Gibb, Greg and Ann Lind, Cathy Woods, Jenette Black, Bob Freak, Ross Fleming, Matthew Haywood, Mike Osborne, Scott and Cathy Fagg, David Crichton, Kevin and Roxanne Frith, Paul Ryan and Peter Waite, Richard Tapp and Graham McRae.

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

Bob Haywood

WEBSITE STATISTICS

	Jul 2011	August 2011	August 2010
Visits	752	703	748
Pages	5,105	10,821	10,458
New Visits	32%	37%	41%

Statistics exclude videos.

CLUB NOTES

The Registrars Ramblings

For those of you who have been on another planet, lived in a cave or simply missed the last few meetings, there are changes afoot which will effect the operation of the historic vehicle registration scheme.

The significant changes for all of us are the proposed introduction of an **annual** inspection, or the presentation of a statutory declaration, which will ensure that each vehicle is compliant with the eligibility criteria for historic registration.

As we have approximately 250 vehicles on our register the prospect of inspecting every vehicle is a daunting project. Whilst initially it was considered appropriate to object to these changes, it has become apparent

that a coincidental introduction of a registration scheme for modified vehicles (SIV) will also include annual inspection criteria; therefore we would have little chance of succeeding with any of our objections.

Taking all of the above into consideration, it would seem that we will have to live with an annual submission of statutory declarations as part of our membership renewal/log book endorsement exercise. What form the statutory declaration is to take and when the requirement commences remains to be seen; **it is worth noting that there are fairly severe penalties applicable to falsifying statutory declarations.**

On another matter, I propose to introduce a motion at our next meeting for the introduction of an **Administration Fee of \$20** for late membership renewals where a member has a vehicle on historic registration. The reasoning for this fee is to cover the administration costs of writing to DTEI to remove un-financial members from the historic registration scheme, then having to write another letter reinstating them when overdue fees are paid. I am hoping that this measure will reduce the workload during the early part of the year and put our serial offenders on notice.

Chris Howes

Vintage and Classic Caravan Campout 2012

I am planning a camp out and display of vintage and classic caravans, manufactured in South Australia, up to and including 1980, together with tow cars of

the same era. The venue is the Tanunda Caravan Park on 17th to 19th February 2012. This is a great chance to show off our cars and caravans, and of course meet

people with similar interests. If you are interested in being a part of this event contact me on Ph 8298 2831 or 0412 853 312.

Bob Freak

Lemon Tea Cake

Cake

1 cup (150g) SR flour
1/2 cup (110g) caster sugar
60g chopped butter
1 egg, beaten lightly

Preheat oven to moderate 180° C (160° C fan-forced). Grease a deep 18cm cake pan, line base with baking paper.

Sift flour into a medium bowl; add the sugar then rub in the butter until mixture resembles breadcrumbs. Stir in the egg to

Lemon Filling

1/4 cup (60ml) lemon juice
1/2 cup (110g) caster sugar
1 egg, beaten lightly
60g chopped butter

form a soft dough. Press 2/3 only of the dough over the base of the prepared pan.

Lemon Filling: Combine juice, sugar, egg and butter in a small pan. Stir over a low heat until mixture thickens and coats the back of a spoon.

Spread the hot lemon filling over base in pan to within 1cm of the edge. Crumble the remaining dough over the top of the lemon filling. Bake in a moderate oven for about 30 mins or until browned. Cool in pan. Serve Lemon Tea Cake dusted with sifted icing sugar.

CLUB NOTES

Federation Meeting Report



:Federation Special General Meeting, General Meeting and AGM held at CCC Clubrooms on the 20th of August 2011

Special General Meeting:

To consider and vote on proposed changes to the Constitution to allow 5 consecutive terms on re election instead of 2 for Executive Committee members.

On discussion the Model A Club moved that it be amended to 3 consecutive terms this was discussed but was defeated by show of hands.

The original proposal for 5 consecutive terms was put to a vote and passed on a majority count of members.

It was pointed out that at each election the members must step down and be re-elected.

General Meeting:

Some corrections to the previous minutes. Some discussion on the SIVG information the conditional registration is not a sure thing and is still in discussion with the DTEI.

Bill Watson spoke on the deterioration of the relationship between the Federation and the Government bodies such as the

DTEI

Some discussion on the changes to the new registration scheme where no label is used and its effect on the HVR renewals, must come to rego days with both the rego papers and the receipt for the registration.

Bay to Birdwood: Entries closed with 1808 entries of which 837 were new. It was stated that it was felt that the clubs do not push the B2B run enough. (cannot see this as correct as the event was fully subscribed.)

Cruising Classics: Entries down only 76? Again the query was put to the meeting whether the clubs publicise the Cruising Classic events enough.

HVR Variations: DTEI is aware of a car rejected by one club which was then put to several other clubs and eventually put on conditional reg. although not eligible. Clubs are reminded that a replica cannot be considered for historic registration.

General Business: Concern by some in the muscle car fraternity that giving the engine number can lead to replicas reiterated that these details are not passed on to anyone else.

The Model T Club proposed a motion that the Federation set up a subcommittee to reject the changes to the HVR scheme, after discussion on the constitution position on subcommittees and that the

current Variations Subcommittee already has that duty to review changes to the scheme this was amended and then put to the meeting where it was defeated by show of hands.

The Riverland Club then proposed that the Federation oppose the changes to the Historic Vehicle scheme with regard to the cut-off date being 1979 for new registrations and 1981 for those already registered on the scheme as this was unfair.

With regard to the use of a Statutory Declaration for the Conditional Registration verification the Federation is working with DTEI to get a standard format and clarification of who can sign. It may possibly not be called a Statutory Declaration.

Chris Howes spoke on the need for assessor training.

Annual General Meeting:

Elections were held for:

Secretary: Alan Pickering

Treasurer: David Searle

5th Committee Member: Arthur Clisby

The Executive Committee then ratified the makeup of the Variations Subcommittee and the meeting was then closed.

Subscription rates to stay at \$50. Meeting closed at approximately 10pm.

Graham McRae

Auchendarroch House Pub Run

This event was a great function enjoyed by a number of members.

I wish to thank my wife Peggy, and members, Brenton and Lindsay Gibb and families, and Garry

Williams, for their help. Thank you to my brother David, with his wife Jenny, who drove my Plymouth car to the venue. I would also like to thank members for their support in

attending the run, it turned out to be a great day with even the weather on our side. Next years pub lunch is well into the planning stage.

Ross Fleming

PAST EVENTS

Photo Shoot for 2012 Calendar

Sunday 14 August 2011

A good selection of vehicles attended the photo shoot for the 2012 calendar.

The venue chosen by Lindsay and Brenton Gibb was Harrison Funerals complex at Ridgehaven. The site was chosen for its appealing architecture, beautiful grounds and gardens.

Due to management's time frame the photographing and arranging of cars, was kept to a

timetable. Everyone was able to have sufficient photos taken, with a few participants dressed in period clothing suited to their vehicle.

A slightly different way of photographing the vehicles this year will hopefully give our calendar a new appearance from previous years.

The weather was one of the finest days we have had for a while, letting us know that

spring is approaching. The nearby car park was a good spot to gather for a chat and enjoy a picnic by lunch.

Thank you to all members who took part in this event, Brenton Gibb for keeping the vehicles moving for photographing, and the photographers, Richard Tapp and Matthew Haywood.

Bob Haywood

Photos Matthew Haywood

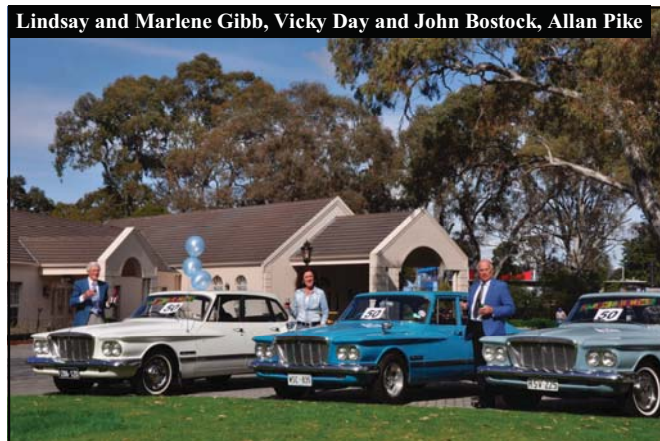
David and Julie May, Harold and Patricia Heaven , Paul and Therese Witton



Brian and Lynne Frith, Ashley Farrow and Margaret



Lindsay and Marlene Gibb, Vicky Day and John Bostock, Allan Pike



PAST EVENTS

MAPS Combined Run to Mallala

3 July 2010

If ever I needed reassurance that a policy, that club events should include joining with other like minded enthusiasts, from other clubs, then the July combined run of the Chrysler Restorers Club, MAPS and the Gawler VVCC provided it. Even the almighty put a day of fine weather on for 110 plus people who converged on Mallala and Pt. Parham that Sunday morning. The previous day's weather had been absolutely awful.

A little bit of background as to how the event evolved. MAPS and the CRCA have held a number of combined events, due to contact between the clubs from the 2005 Regal Ramble. Venues have included the White Horse Inn, the Hamley Bridge oval and the Rising Sun Hotel at Auburn.

The Mallala/Port Parham venues came about as a result of a meeting Alvin Jenkin, of the Gawler VVCC, had with some local people, when the 2009 Old Car Day run commenced from Mallala Oval.

We had a chance to look briefly around the town and received a warm welcome from a lady from the local progress association. We'll forget the bit about Alvin's route description to Bethany, let's just say his left hand and right hand get a little dyslexic at times! From that time, we met with Alvin by way of visits by the Jowett Club to Ardrossan, plus by going as guests to a number of the Gawler events.

Recently when we were passing

the signs to Pt Parham on Highway One, we called in and met Port Parham resident Alvin, inviting us to inspect the Community Club premises. We now had two good venues, the right ingredients for an excellent day out.

There's never a shortage of CRCA members at any event and they provide such a wide range of cars to admire. MAPS has evolved well as a club, both as regards membership numbers, cars, and lots of people realizing just what places can be visited, despite the distances.

Margaret Edwards and I collated the bookings, so as to get the catering right. Coming up to the last couple of days, I was concerned that we would either run out of seating, or bad weather would result in lots of "no shows". I am pleased to say that we had not one cancellation in the three groups involved.

The CRCA group moved off from Bolivar, making good time to Mallala, where our Museum

hosts, headed by Gwenda Griffiths and her team, were ready with a huge selection of food for morning tea in the nearby institute. A lot of work had gone into preparing, a typical country spread of delicious food, as well as making sure the museum was really spick and span.

A terrific variety of Chrysler products filled the nearby streets, prompting lots of admiring looks from the local residents. The collection of cars was further enhanced by the arrival of the MAPS and GVVCC vehicles which were easily parked within the immediate area.

Cameras clicked and the visitors were soon in discussion with the many volunteer guides around the large museum complex. One thing we all agreed on, we needed more time, a good reason to come back, as there was so much to see and listen to. The CRCA website has over 70 photos of the day and is well worth a visit.

Mallala Museum



PAST EVENTS

MAPS Combined Run to Mallala (ctd)

Derek and Margaret Lynch's 1930 Chrysler 77 sedan



We then headed off at our own pace to Port Parham, where we found the warm but airy club room pretty well full, with people seated to tables labelled with Chrysler car names.

It was just the day for some nice homemade hot soup which went very quickly.

Our Port Parham host, Alvin gave us an insight into the history of Pt Parham, as well as encouraging us to buy tickets for a number of very good raffle prizes.

All this passed the time quickly before our food, all prepared and served by volunteers arrived. The serves proved too big for some, with a few doggy bags being filled for the journey home. The raffle prizes were drawn and people had plenty of time to mix and chat with others, as well as look around the vehicles in the car park.

A good number of people did a trip along the seafront, taking in the sites of the kite surfers, the

various homes and the nearby camping site.

No day involving old car enthusiasts would be complete without the odd hard luck story or two. MAPS member Gifford Chapman mislaid his camera, believing initially that he had left it on a ledge in the Mallala Museum toilet. Later, he remembered he had been talking to MAPS patron, Don Rose and thought he may had left it on the

top of his car and driven off.

The Toyota Crown of MAPS member Vern Johnson had a most unusual fault resulting in his door lock failing resulting in his wife having to travel home in the back of the car. I hope the rear doors are OK Vern, or it may be the boot next time!

As regards to the outstanding cars which took part, there were so many it was hard to choose favourites.

However a blue Essex was certainly a nice example. On the Chrysler side, the 1934 red Plymouth coupe with its dickey seat must be great fun. Both cars are on the cover page of the MAPS newsletter, along with a truck on display, as we entered Mallala.

*Mike Osborne
Ardrossan
Photos Richard Tapp*

Jeffrey Alderson's 1928 Essex roadster



OUR MOTORING HERITAGE

Valiant Charger's 40th Birthday

July 1971 saw the release of Chrysler's new arrival in Australia of the VH Valiant range of the short wheelbase, fastback Charger.

Chrysler's TV advertising campaign featured the young adults, at whom it was targeted, waving at the "Charger" as it swept by and shouting "Hey Charger!" This was one of the more memorable TV ads of the time, and it created a cliché that still haunts today's owners

Charger won Wheels magazine's Car of the Year award for 1971 and was widely acclaimed by the motoring press, as well as the public.

Australian Motoring News described it as the best looking car ever produced by an Australian manufacturer.

This stylish 70s icon came in four models, standard, XL, 770, or the all muscle R/T. The first of the serious track pack R/T Chargers was the E38.

Despite the three speed gearbox,

it still drew comments from "Wheels" magazine. "We easily achieved a time of 14.8 seconds for the quarter mile".

E38 versions had 280 hp while the E37 and E48 were the street "six-packs". E38 was a race ready Charger with the A84 "Track Pack", which included a 35 gallon fuel tank. The A87 "Track Pack" included all the race track extras with the exception of the big tank for endurance racing.

In 1972 the E38 was superseded by the more powerful and greatly refined 4-speed E49 Charger. This drew comments from Wheels such as, "The raw power is instantaneously on tap and with power for every conceivable situation the Charger is a winner".

All E-49's came with the "Track Pack", and 21 also had the huge fuel tank in the option list which took up nearly all available boot space.

There were only 149 "Track Pack" E49 Chargers made. R/T

chargers are arguably the most Australian-built examples of all Aussie muscle cars, the only foreign sourced component being the Weber carburetors from Italy.

A car was actually shipped from Australia to Italy, for development and testing of the triple Webers, where they covered thousands of miles around Italy before deciding on the final specifications.

The differential was made in Australia but based on a United States design.

The six cylinder Hemi engine was first designed in the United States as a truck engine, but this design was greatly improved upon here in Australia.

The engine was completely Australian, unlike the V8 and Windsor engines used by Ford in its Falcon GT, or the Chevrolet engines used by Holden in the Monaro GTS.

The VJ Charger was released in 1973, but the range was reduced

Chrysler in Australia Image Archive



OUR MOTORING HERITAGE

Valiant Charger's 40th Birthday (ctd)

to three models; Standard, XL or 770, a few six-packs were still available.

The VJ brought promoted higher equipment levels, round headlights, a new grille and new tail lights. However, the R/T was gone forever.

The E49 "six-pack" engine came with a baffled sump, tuned length headers, special shot-peened crankshaft, conrods, pistons, rings, cam, valve springs, a twin plate clutch and triple 45mm dual throat Weber carburetors.

Chrysler quoted this engine as producing 302 HP which, in a 1372 KG (3,000 pound) car, made for rapid acceleration. Road tests of the era recorded quarter mile times of between 14.1 and 14.5 seconds. 0-100 mph (160 km/h) in 14.1 seconds was the norm. This compares to times of between 15.2 and 15.6 for the next quickest accelerating Australian muscle car, the mighty XY GTHO Falcon.

The 770 Charger became a bit



more luxurious in the VJ range and proved popular, especially the E55 option which gave you the famous 340 V8 (though even this did not have the power when compared to the VH model).

Charger followed the normal course of slight exterior and interior changes that came as the model series progressed through to CM, but with the demise of the R/T the car had lost most of its appeal and sales suffered as a result.

As is often the case when a manufacturer builds a car that breaks the mould, Valiant Chargers today are highly prized by collectors with the awesome E49 being the most popular.

Sources: Unique Cars and Parts website and Gavin Farmer - Great Ideas in Motion.

*Photos
Matthew Haywood
Chrysler Archives*

Tony and Karen Lennell's 1971 VH Charger and Brenton and Sharon Gibb's 1971 VH Charger



PAST EVENTS

Capricornia Historic Car Club's Queensland Tour

Based on a good reports from previous years, Cathy and I decided to sign up for the Capricornia Historical Car Club's Queensland Birthday Weekend Invitational Tour. The club covers all of central Queensland so the tour moves from year to year and was to be held in Springsure this year.

With our 1929 Plymouth, we teamed up with fellow vintage drivers Elise and Dick and their 1924 Rollin for the drive to Springsure.

The two day trip to Springsure through rural Queensland was a un-eventful trip and the old cars made it all the way without stopping. The Rollin was getting a bit hard to start on day two, but hand-cranking would get it going. Once we got past Toowoomba, traffic volumes decreased and we had quite a peaceful drive. We stopped at Chinchilla for morning tea before over-nighting at Roma.

We made it to Springsure at the end of Day 2 to discover, like a few of the rally entrants, that our accommodation had been cancelled due to renovations! The



Scott and Cathy Fagg's 1929 Plymouth

tour organisers were already looking for alternatives and we were booked into the Queens Arms Hotel where we were greeted by a very welcome roaring fire and a friendly publican.

In Springsure we met up with friends who had come from across Queensland for the Tour. Kym & Liz came from Hervey Bay with their '26 Dodge Four. My folks ventured out from Rockhampton to join us on the tour. Betty and Jack, Marilyn and Michael had followed us up from Toowoomba. We settled in around the fire with a round of drinks and swapped some stories

about the trip so far.

Day 1 of the tour saw us signing-on and visiting local Fort Rainworth, one of the oldest homesteads in the region a few miles out of town. At the homestead, we had time take in the grounds, enjoy the afternoon tea and take part in the car gymkhana. The gymkhana included slow driving, reverse parking and an audit of the spares in your car, but we didn't fare very well. We returned to town for dinner at the Golf Club.

Day 2 was a bigger day with a long drive to the next town down the highway, via rural Orion State School for morning tea and then on to Rolleston where the local school catered for lunch. Wet weather meant that the planned tour of a local coal mine was cancelled, so instead the tour organisers convinced a local plane collector to open his hangar to us. We spent the afternoon wandering the hangar, examining the planes and listening to their history.

Day 3 was a very early start for breakfast and good-byes while

Scott and Cathy Fagg, Dick and Elise 1924 Rollin



PAST EVENTS

Capricornia Historic Car Club's Queensland Tour (ctd)

the local club members held their AGM. We were treated to a full breakfast before we packed up and headed off for the rest of our holiday. While touring the area it had become obvious how badly they had been affected by the recent floods with debris visible along the highway suggesting about 2m of water over the roads.

With about 40 cars on the tour, when you took out the moderns, the vintage cars accounted for a quarter of the cars and most of vintage were Chrysler products of some form. As well as our Plymouth and Kym's Dodge, there was a '26 Dodge 4 roadster that appeared to have started life in South Australia and a local Dodge 4 Tourer in original condition.

With the Tour over we stayed in the region to spend a day in the gem fields and do some fossicking. The girls were very keen to

try their hand at fossicking and most came away with a handful of sapphires & rubies. Not enough to cover the fuel bill or fund a restoration, but just enough to justify spending more money on cutting, polishing and mounting in gold.

Cold weather, some water in the electrics and some old wiring conspired against me and the Plymouth finally refused to start any more. Despite assistance from guests at the caravan park, we just couldn't get it to fire. Dismantling the distributor soon revealed a cracked rotor so we were going nowhere. Thanks to Liz's emery board, Kym's soldering iron and Dick's know-how we managed to clean and repair the broken rotor and, with a tow-start from Kym we were running again. Disaster almost struck again as the Plymouth fired strongly, nearly launching me into the back of Kym's Dodge.

We said goodbye to our friends who were heading further west on a long holiday, while we headed east for Rockhampton. We spent a couple of quiet days with family in Rockhampton before meeting up again with Elise & Dick for the return journey. Dick had found the problem with his start motor and replaced the brushes, so the Rollin was starting much better now. The trip home took us via Mt Morgan and Taroom with a stop-over in Miles. Weather still hadn't improved and at Miles we had ice on the car in the morning.

We were away from home for 11 days and 10 nights, covered over 2200km and both cars ran well. Dick repaired his starter motor in Rockhampton and the fix-it job to my rotor lasted all the way home. Next year's tour is planned for Mackay and we're already planning the trip.

Scott and Cathy Fagg

Scott and Cathy Fagg's 1929 Plymouth



MEMBERS CARS

1934 Airflow Restoration

I am pleased to report that restoration of my Chrysler Airflow CV recently reached the stage where the body could be put back on the chassis, and this has now been completed. To an inexperienced restorer like me, it seemed a fairly daunting task, but I hadn't counted on the expertise of Dick Hart and a few others. As well as Dick and myself, we had Chris Howes, Graham Bailey, and Greg Crichton (who came down from Morgan for the occasion) on hand to assist with the lifting.

For some time the body had been resting on its side on some old

further forward without dragging the rear on the concrete. Eventually the weight at the front balanced that at the rear, and the body levelled itself out on the chassis. Only a minimal amount of lifting and grunting was then required to get the body into position to be bolted down.

There is still a small amount of repair work to be done, and doors and mudguards to be fitted, before painting can be considered.

I am grateful to all of the team for their assistance.

David Crichton.



tyres, while underbody repairs and spraying were carried out, and it was a simple job to lay it down flat on the floor and slide the tyres out.

We then lined the body up behind the chassis, lifted the front of the body, and rolled the chassis back underneath, leaving the front of the body resting on the rear of the chassis. As the rear of the body was sitting on the shed floor, a trolley jack was placed under it to allow it to roll, enabling us to pull the body



MEMBERS CARS

Diary of our 1934 Dodge Restoration



Willaston for trimming and returned home two weeks later. Assembly commenced with help of Dick Hart and brothers Rick and Colin. Lots of problems with headlights.

July to September: Unable to progress due to Roxanne's knee surgery and complications, which meant the National tour was out of reach.

September to December: Some minor assembly due to Roxanne's issues.

2011:

January: Back on track in earnest with assembly, police check done for historic registration.

May 15: First trip greater than 5 kilometres to Waikerie, had ignition and fuel issues and these persisted, with Dick Hart spending a lot of time in Blanchetown trying to sort it out.

June 12: Our first official club run to the pub lunch at Mount Barker, only to have more fuel problems on the way home.

Since then we have been to Mallala, Port Parham with still more issues with fuel, but at this stage we are hopeful we have rectified the problem.

*Kevin and Roxanne Frith
Blanchetown*

2002: Purchased from John Eiffe partly restored with rebuilt engine and almost completed new woodwork.

2002-2008: Sat in shed with a few bits and pieces picked up at swap meets or Dick Hart.

Six hides of Taupe coloured leather purchased with the help of brother Colin.

End 2008: Decided it was time to seriously start work in readiness for our National tour in Renmark September 2010.

2009:

February: Started bodywork with brother Rick's support while he was convalescing from shoulder surgery. Seats to trimmer in Willaston, chrome work to chrome platers in Adelaide

March: Guards and bonnet taken to Alan Reynolds at Blanchetown to prepare and undercoat, more bodywork done with brother Rick.

April: Paint, to match leather interior chosen and purchased. Window rubbers purchased and handmade. Brake cylinders re kitted with the help of Dick Hart.

May: Wood grain dash and window trims done by Barb

Williams. Front end and drive shaft rebuilt with Dick Hart.

June: Generator and electrical parts serviced by Garry Modra via Dick Hart.

July to November: Very little progress as unable to move car due to delay with machining of front end parts.

November: Main body to Alan Reynolds for painting.

2010:

January to April: Worked with Alan on body preparation and painting.

April: Car brought back home. Ram's head radiator cap mascot purchased with the help of Graham Bailey.

June: Car to Chris Woodward at



MEMBERS CARS

Fill up Your Calendar

Continuation of Paul Ryan and Peter Wait's journey across Australia with Paul's magnificent 1963 Chrysler Imperial Crown convertible.

With the car loaded on the trailer and the truck packed next morning, it was time to move onto Geelong for Chryslers on the Bay on the upcoming weekend.

Our total weight was 6.2 tonnes. Climbing out of Adelaide on the M1, the Dodge Ram proved its capability again. In addition to the factory 318 V8 engine, 727 Torqueflite automatic, air conditioning, power steering and cruise control, some improvements have been made over its life of 470,000 kms. It now has an auto trans cooler the size of Texas, air bags to supplement the light rear springs, 220 litres of usable LPG and 115 litres of petrol using a dual advance curve electronic ignition and an under/overdrive gearbox. This gearbox essentially turns the automatic into a 6 speed, with an extra gear between 1st and 2nd another between 2nd and 3rd and an overdrive on 3rd. You can always find the right gear up and down

hills. It is now a great tow vehicle. The journey to Geelong was smooth and comfortable.

Would you like to attend a great car event? Yes? Then we can personally recommend Chryslers on the Bay.

Saturday afternoon was a cruise, where we met a guy from Sydney who informed us it was his fourth straight attendance. "Very friendly people" was his description. By evening's end we could only agree strongly.

A relaxed cruise through scenic countryside and beaches concluded with refreshments and pizzas at their local clubrooms. Friends from Perth who were touring in their '98 Dodge Ram and caravan also joined us for the cruise and thoroughly enjoyed it. The grounds of Geelong Grammar proved a wonderful venue for the show on Sunday. The Imperial received a lot of attention. Paul was interviewed by the announcer on the day, as well as for an episode of Classic Restos on television.

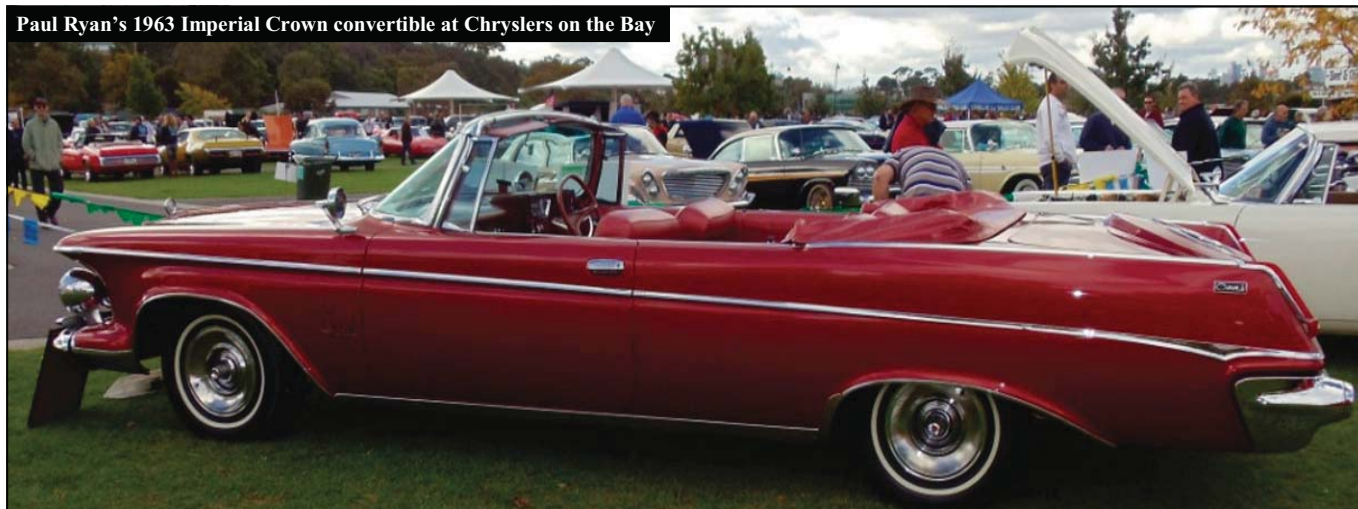
There were a lot of finned Mopars on display. As the weather closed into a rainstorm

late afternoon, officials did an excellent job concluding formalities before the storm. The Imperial was judged best cruiser by participants on the cruise and in the top 5 of show whilst the Ram earned longest distance travelled award. The reaction of fellow participants was what we had hoped for, appreciating its style, condition and history.

The next day whilst working on adjusting the trailer brakes, Peter injured his lower back and before long, became almost immobile due to sharp pain down one leg. Incredibly this was the same type of injury Paul had suffered at Christmas, only at a shoulder level and pain radiating down one arm. This injury he had not recovered from yet, and Peter was the one who was to do any heavy work and lifting. Not anymore!

We cooled our heels in Geelong for a few days and armed with some strong medications, moved on to Albury-Wodonga for Chryslers on the Murray the next weekend. Our plan to camp out in the back of the Ram, now became a 'caravan park cabin' and Peter moving around on crutches.

Paul Ryan's 1963 Imperial Crown convertible at Chryslers on the Bay



MEMBERS CARS

Fill up Your Calendar (ctd)

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



The majority of tasks now fell to Paul, including show preparations. Luckily enough, Peter was comfortable whilst sitting and could supervise thoroughly.

The Saturday morning of Chryslers on the Murray we presented the Imperial for U.S. Top 5 judging and later completed the afternoon cruise to the Ettamogah Pub with Jarryd Just and Jeff Knowles along for the ride.

Sunday saw a steady stream of enthusiastic exhibitors filling the park into long rows of various Chrysler Corporation vehicles. Paul's Imperial placed 6th in the U.S. Top 5 and earned best convertible of the show.

It was apparent that the organization did not go as smoothly as planned. A leading official admitting to us, a good deal could have been improved upon. Is big better? Not in our opinion, as of all the shows we attended, it was the least enjoyable to us. You have to admit though the line up of Aussie Chargers was very impressive and the owners were

super enthusiastic!

After the show we stored the trailer and Imperial at a friend's place in Howlong, adjacent to the Murray River.

Travelling in the Ram only, we then drove to Queensland to visit various friends and attend "Chryslers on the Gold Coast" on the next Sunday. We visited friends in Toowoomba and saw the flood damaged areas. Paul even spotted the front of a '60 Chrysler in a windscreen repair shop. We tracked down the owner the next day and he is doing a magnificent restoration on the car and it is his first such restoration.

Our next stop was the Tweed area in N.S.W, staying with Bob and Loretta Taylor. Bob is "the guru" on old fibreglass Olympic caravans. Paul helped him all day Saturday repair a small Petersen fibreglass sideways expanding van. A real little time-piece, whilst Peter, with the aid of pain relief from a T.E.N.S machine, prepared the Ram for the show the next day. (The best it looked on the whole trip).

Chryslers on the Gold Coast had a different approach that worked. Held at the West Burleigh Tavern in one area of the car park in pleasant surrounds, about 80 cars assembled on the day. All the participants focused on the cars on show and not the Tavern, except those who took the opportunity to sample some great food to round out the day. By day's end, several trophies were awarded, These trophies were awarded on votes of participants and by personal choice of the organizing committee.

Our attention was caught by a '78 dual cab, dual rear wheel Dodge Ram utilizing an '89 Cummins Dodge diesel drive train and interior and by the "Cootamundra Survivor". The Cootamundra Survivor was a 6 pack Valiant Charger that haemorrhaged the engine, on the way back from Chryslers on the Murray, in Cootamundra. An engine was sourced off a farm paddock basher and with the help of locals, installed for the drive home to Queensland.

MEMBERS CARS

Fill up Your Calendar (ctd)

Having made the commitment to attend Chryslers on the Gold Coast, there was the Charger on display, with the story. Except every bit of grease and brown paddock dirt was still on the engine block, with all the other engine components sparkling clean. It was a great effect and a great story.

Visiting friends in Brisbane during the week was next on our journey. We followed this up with a visit to the Caboolture area to catch up with widow of a good mate who passed away on December 28th, 2010. Joe was a car enthusiast and former drag racer and we developed a close friendship with he and his family through cars in the eighties in Perth. Paul worked on their acreage mowing, trimming trees and repairing gutters, whilst Peter was again limited to supervising. This was the first weekend without a car event since leaving Perth!

Travelling the scenic way down the New England Highway and various back roads we returned to How long to pick up the car and trailer. Along the way we stopped in Bathurst for a couple of laps at Mount Panorama in the

Dodge. A great experience, and a new appreciation of the circuit and the actual Bathurst 1000 Race is now etched in our minds. Experience it yourself and you will understand.

After picking the car up in Howlong it was on to Melbourne for our final show, the All American Day on the next Sunday, April 10th. This was held in the gorgeous setting of the members' car park at Flemington Racecourse. We believe there may have been 1400 cars on display, and a fair sprinkling of Chrysler products amongst them. We even had football personality Sam Newman sitting in the Imperial talking at length about all the other car events we had attended. Sam was displaying two Mustangs on the day. There were some rare and valuable cars on display, as well as the much loved family pride and joy. Another great day and more friendships made.

Our last show complete, the heavens opened up as we were about to load the car one last time for the long journey home. Rain was present on and off for the next few days, via the shortest route home to Adelaide and on to

the Nullarbor.

Vanity got the better of us prior to stocking up with water in Ceduna, and we cleaned the Dodge and Imperial, both now very dirty. It made us feel good anyway!

The Nullarbor was not only green, but lush and thick. The tallest, thickest grass we have ever seen there and we have done 13 crossings in the Dodge, plus many more in other vehicles. With no wind at all, the trip was pleasant indeed. A thorough inspection of the Imperial once home, revealed no stone ship damage to the car at all. And the Dodge Ram? It's still the greatest vehicle Paul has ever owned.

So, check your calendar and fill it up with all such car events, weekend after weekend. Midweek you can squeeze in one or two other activities, apart from spending time with all the people you meet at the car shows! Thanks again to CRC members who made us so welcome and to Barry Just, Lindsay and Brenton Gibb for their storage facilities

As written by Paul Ryan and Peter Wait

Heading home.



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