



Auto Torque

The Official Newsletter of
The Auto Collectors Club of Murray Bridge Inc.

Website address: autocollectorsmurraybridge.com

FEBRUARY – MARCH 2021 edition



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L18 Maurice Rd, Murray Bridge SA 5253
08 8531 0277
Open 8am to 5pm Monday – Friday
saturday 8.30am to 11.30am



AUTO COLLECTORS CLUB

P.O. BOX 869, MURRAY BRIDGE, 5253

ELECTED OFFICE BEARERS 2020/2021

PATRON	Bob Hunter	12 Sturt St., MURRAY BRIDGE	85 321603
PRESIDENT	Claude Minge	65 Swanport Rd., MURRAY BRIDGE	85 322229
VICE PRESIDENT	John Courtney	52 Torrens Rd., MURRAY BRIDGE	85 324107
SECRETARY	Brenda Cowie	79 Tumbella Dve., MURRAY BRIDGE	85 310151
ASST SECRETARY	Paul Geiger	59 McHenry St., MURRAY BRIDGE	82 656991
TREASURER	Jan Hall	23 Ida St., MURRAY BRIDGE	0438607116
ASST TREASURER	Darren Fountain	88 Thomas St., MURRAY BRIDGE	85 134292
REGISTRAR	Jamie Brine	12 Old Swanport Rd., MURRAY BRIDGE	0408894854(a.h.only)
ASST REGISTRARS	Kym Schubert	56 Old Swanport Rd., MURRAY BRIDGE (Mob)	0400773110
	Darren Fountain	88 Thomas St., MURRAY BRIDGE	85 134292
RUN COORDINATOR	Jan Hall	23 Ida St., MURRAY BRIDGE	0438607116
PUBLICITY	Graham Edwards	113 Standen St., MURRAY BRIDGE	85 321175
MEMBERSHIP	Trevor Wehrman	30 Florence St., MURRAY BRIDGE	0437815782
POINTS SECRETARY	Val Wade	7 Bywaters Rd., MURRAY BRIDGE	85 310987
WEBMASTER	Pieter Kriel	autocollectorsmb@gmail.com	
		19 McAnaney Rd., LANGHORNE CREEK	85 469292
EDITOR	Yvonne Mach	296 Adelaide Rd., MURRAY BRIDGE	85 326024
ASST EDITOR	Peter Mach	296 Adelaide Rd., MURRAY BRIDGE	85 326024
COMMITTEE	Terry Mabbitt, Paul Geiger, Darren Fountain, Bruce Phillips, Peter Mach, & Murray Lutz		
CHRISTMAS PARADE FLOAT COMMITTEE:	to be formed.		
HALL REPS.	Darren Fountain, Jan Hall and Terry Mabbitt.		
FEDERATION REP.	Jamie Brine	AUDITOR	Sandra Burgess
LIBRARIAN	Peter Kiely	PROPERTY OFFICER	Bruce Phillips
CLUB HISTORIAN	Elaine Bretag	PUBLIC OFFICER	Brenda Cowie
	Club Fees	Membership \$35 (including children up to 16 years)	

****(No change to fees for 2020/21, making membership in our Club most cost effective) ****

ALL ENQUIRIES SHOULD BE DIRECTED TO THE RELEVANT OFFICER

OUR COVER PICTURES:

Top: Paul Wade at the Pizza night

Bottom: Club members at the Pizza night

Calendar of Events

DATE	EVENT	WHO, WHAT, WHERE
Complete by 31 st May 2021	Mal Fountain Run	Darren Fountain
2021		
Feb 2 nd (Tuesday)	General Meeting	Clubrooms – 8:00 p.m.
Feb 5 th (Friday)	Cruise Night	Jan Hall
Mar 2 nd (Tuesday)	General Meeting	Clubrooms – 8:00 p.m.
Mar 9 th (Tuesday)	Committee Meeting	Clubrooms – 7:30 p.m.
Mar 14 th (Sunday)	Sausage Sizzle	Terry & June Mabbitt
Mar 24 th (Wednesday)	Ladies' Day	Brenda Cowie
Apr 6 th (Tuesday)	General Meeting	Clubrooms – 8:00 p.m.
April 24 th to 25 th (w/end)	Pinnaroo Campout	Alan & Marlene Hagger
May 4 th (Tuesday)	General Meeting	Clubrooms – 8:00 p.m.
May 16 th (Sunday)	Karoonda Run	J. & V. Courtney, G. & M. Edwards
June 1 st (Tuesday)	General Meeting	Clubrooms – 8:00 p.m.
June 19 th (Saturday)	Presentation Dinner	ACCMB Committee
July 6 th (Tuesday)	Annual General Meeting	Clubrooms – 8:00 p.m.

(For more information on any of the above, please contact the Club Secretary

MAGAZINE/WEBSITE ARTICLES

Would members who organize Club Runs please write a report on their run and deliver to Yvonne Mach either by post/hand delivery to the letter box at 296 Adelaide Road, Murray Bridge, 5253, or email to as a word document to yvonnemach@bigpond.com. Also, please send same to our Webmaster, Pieter Kriel, autocollectorsmb@gmail.com for inclusion on the Club Website. Coming events information and any other articles for the Newsletter should be passed on in the same way. To ensure inclusion in the next Newsletter, articles should reach the Editor **AT LEAST ONE WEEK PRIOR** to the April meeting. Many thanks for your cooperation – Yvonne.

President's Report



Happy new year to all of you!

I trust that you have all enjoyed the festivities of the Christmas season and have welcomed the arrival of 2021 with anticipation and enthusiasm.

Looking back over the past 2 months we encountered the severity of the COVID- 19 safe plan implemented on 22.11.2020 which caused our club to prematurely go into recess. This update cancelled our December monthly meeting and our Christmas Party and coupled with no monthly club meeting held in January. The 22/11/2020 COVID-19 Safe Plan has now been revoked and we have reverted to Alert level 1 (our previous plan) which allows 1 person per 2 Sq. Metres. Therefore, our February meeting is happening, but this is not the first official gathering for 2021!

Our first function took place on January 15th thanks to John and Vicki Courtney. Our annual "Pizza Night" at their home was very successful thanks to their excellent organization. Good food, good fellowship and NO mosquitoes was the order of the day as almost 50 club members enjoyed the evening. We also had the annual inspection of John and Vicki's 1929 DA Dodge 6. The Dodge is progressing well and looking really good. It is a credit to John and his restoration skills. We hope to see the Dodge on the road in the very near future!

Finally, please remember our next opportunity to gather together and socialize is February 5th – Friday evening from 5.30pm at Swanport Reserve. This cruise night is being organized by Jan Hall (thanks Jan). It is a casual get together where you can come and go as you please. BYO everything- food, drinks, chairs etc. and most importantly please bring along your club car; particularly if you have a car that we haven't seen for a while or one that has never been seen by us. We haven't had any club runs for a while so if you dust off the car, pump up the tyres, check the battery and the fuel, crank it over and bring it along, we would all love to see it!

Claude Minge

PROCEDURES FOR ORGANIZING CLUB RUNS

Anyone organizing a Club Run is responsible for supplying relevant information about the coming event for the Newsletter prior to the event. They are also responsible for a Run report for the Newsletter following the event. (This can be delegated to another person – but the organizer is responsible for getting the article to the editor). Please note that there are available spaces, in the Club Calendar, for members to offer their services in organizing a Club Run.

From the Editor

Welcome to the latest edition of "Auto Torque".

I would like to thank all the club members for their wonderful support and articles for this edition of the magazine. I hope you all enjoy reading this edition.

Safe and Happy driving to all.

Yvonne

COMING EVENTS!

MAL FOUNTAIN 2020/ 2021 PANORAMIC OBSERVATION RUN

The Mal Fountain Run Observation Run has been reactivated. The completion date has been extended to 31st May 2021. Please refer to the October/ November 2020 issue of the Auto Torque magazine for details of this run. For further details contact Darren Fountain 0419 941 119.

CRUISE NIGHT **(FRIDAY 5TH FEBRUARY 2021)**

This is an informal run, where you can come and go as you please. We will not be going as a group. Directions: - Leave Murray Bridge on the Swanport/Jervois Road. Turn left onto Swanport Village Road (shortly after passing under the South Eastern Freeway) and follow this road to Swanport Reserve. Come along for a casual get together, bring your tucker, drinks, mosquito repellent, whatever, and join us any time from 5:30 p.m. See you there.

Jan Hall (Run Organiser).

SAUSAGE SIZZLE **(SUNDAY 14th MARCH 2021)**

Make your own way to the Mabbitt's house at 36 Ross Rd Murray Bridge East. The gates will be open at 10:00a.m. We will start with the Biggest Morning Tea and all food will be provided. Followed by a sausage sizzle for lunch (no salad provided). Tea and coffee will be supplied. BYO cold drinks, plates, cutlery, cups, and your own personal salads if required etc.

For something of interest there is a display for you to look at. Bring a pen for the quiz. Please put your name on the run sheet, as it is more important now to do that due to the ever-changing COVID 19. Restrictions, rules and numbers of people will apply. If you are not well, Please Stay Home.



You can Contact Terry and June 0409692520 for further information

LADIES' DAY
(WEDNESDAY 24TH MARCH 2021)

Preliminary Notification for this event

We will be visiting the Elephants Rest and African Gallery at Callington, for Morning Tea at 10:00 a.m. Then to the Community Club at Mannum for Lunch, or bring your own for a picnic.

Further details will be advised at the meetings and on the website.

Brenda Cowie

PINNAROO CAMPOUT
(WEEKEND 24TH TO 25TH APRIL 2021)

It is envisaged that the format of this event will be similar to that of ones in previous years. Arrangements are currently being organised, and further details will be provided at meetings and on the website.

Run organisers are Alan and Marlene Haggard 85354077

RUN KAROONDA SILO ART & MUSEUM
Sunday 16th May 2021 (note date change)

Meet at ACCMB Clubrooms -- 12.30pm

Depart " " -- 1.00pm

Brief stop at Bowhill (BYO afternoon tea, or an ice cream from the general store)

Travel to Karoonda via Bowhill & Perponda (**all bitumen**)

Visit the Karoonda Pioneer Park Museum (**GOLD COIN DONATION**)

View Karoonda Silo Art in daylight

BYO picnic evening dinner in the park adjacent to main street

View Silo Art by night (each revolving performance approx. 20 mins duration) after sunset until 10-30pm

Return to Murray Bridge direct at your leisure
Approx. 160 kms round trip



Run Sheet will be available at February meeting

For further information contact --

John & Vicki Courtney. 85 324107
or Graham & Maureen Edwards. 85 321175

**Preliminary Notice ----- ACCMB ANNUAL Presentation Dinner
Saturday 19th June. 2021 ----- (providing COVID behaves itself)**

Further details re Venue, Cost, Time, Menu, and maybe a mystery guest speaker, will be released after the next Committee meeting in March & will be published in the April/May Auto Torque & on the Website

Please keep this important evening in the life of the ACCMB free in your diary.

For further information Contact-- **Graham Edwards** -- *Publicity* or **Brenda Cowie** -- *Secretary*



NEWS FROM OTHER CLUBS

All American Day Car Show. Sunday 21st February 2021. Tilley Reserve Hancock's Road Surrey Downs. Public Welcome. Adults \$7.00, Kids U14 Free. Enquiries, Adrian 08 82649556.

2021 RAA/Enfield Furnishers Copper Coast Classic Cavalcade of Cars and Motorcycles.

Kernewek Lowender Cornish Festival and The Cavalcade of Cars event, have established a new online booking system in line with COVID-19 regulations, which is now live and ready to take your entries.

The Copper Coast Classic Cavalcade of Cars and Motorcycles is a total experience that attracts 500 plus vehicles with awards to be won in a number of categories, which is a long-established highlight on the South Australian classic car enthusiasts' calendar.

Following the assembly breakfast, entrants get to enjoy an extensive three town cruise through Wallaroo, Moonta and Kadina which delights the thousands of spectators who line the route, which has some slight changes this festival. The Cavalcade finishes with a big Show 'n' Shine at the Kadina oval. We greatly appreciate the support of motoring clubs.

More information about this event and bookings can be found via the Kernewek Lowender website - <https://www.kernewek.org/copy-of-events>. Enquiries: please contact Email: cavalcade@coppercoast.sa.gov.au Phone: Krystle 0488220283, Di 0409800033

Waikerie Show 'N' Shine - Saturday 1st May 2021 – 9am - 2pm.

Do you have a classic/muscle or hot rod vehicle or unique/show motorcycle you would like to register? A flyer and entry form will be sent out to you at a later date! Any queries please call **Ian Rogers – 0409 811 158**

Gawler Veteran, Vintage & Classic Vehicle Club sixth annual Gawler to Barossa Veteran & Vintage Run sponsored by Steinborner Automotive Sunday the 11th April 2021.

The run will take the same route as usual, but turn into the Seppeltsfield complex as directed by marshals for lunch at the Seppeltsfield Winery. PLEASE NOTE: The Seppeltsfield management have kindly allowed us to pass directly in front of the beautiful grand old buildings as we enter the grounds, presenting a magnificent photo opportunity – but *please* don't stop! Digital photos of vehicles will be available later from the club, and you will be able to "pose" your vehicle for your own photos later in the day.

Tea or coffee with a Portuguese Tart will be provided to each attendee at Seppeltsfield, and there are extra options for a cheese box and/or a tour with tastings available on the entry form. Please direct any enquiries to...Entries: David Prest: 0438 112 266 Email: vvrn@gawlercarclub.com

Passion or Obsession (An article from club member, Han Robot)

Like those of you reading this we have a common interest in cars, mine being all things Chrysler and its derivatives. That makes it a little easier to put pen to paper but it still brings up the inevitable as to where do you start the journey. The common answer is always "at the beginning".

For me my association with the marquee began as a twelve year old. I grew up in the outskirts of Adelaide, regarded as semi-rural; with vineyards covering the landscape. The time was in the early sixties when housing developments had not yet begun. We were an emigrant family and settled into the Aussie way of life. My closest friends' family had 20 acres of land which was underutilized, that is until a group of 12 and 13 year old's started to sway some influence.

During the course of one summer holiday my friends' parents purchased a 1926 Dodge for the sum of 20 pounds. This purchase was nurtured through the continual harassment of us young ones who were "bored" and had nothing to occupy their time during the six week Christmas school break.

We were all given basic instructions on how to use, not necessarily how to drive this vehicle and it suited a purpose. Thinking back, I am awe struck at the resilience of this vehicle, it took whatever we had to throw at it and never flinched. It kept running regardless of our ineptitude to properly use its functions. Throttle on the steering wheel made it easy for those of us with short legs and use of the clutch required two of us initially! Brakes – what were them, I can only remember a lever on the outside driver's side but not using it.

Through persistence we did manage to enhance our driving capabilities and became daredevils at the same time. The property had a creek running through it and on a few occasions, we did manage to put the vehicle on its side whilst navigating one of our obstacle courses. Imagine this with some of us standing on the side boards! You would be pleased to know that no one was ever injured during these escapades. The crawler tractor on the property came into its own on these occasions and as a group we became very adept at fixing any problems that we may have encountered. This resilience helped us to understand some of the basics of the motor vehicle and how all things worked.

Whilst all this seems fraught with eminent danger it is not something we obviously thought about at the time. There are lessons to be learnt and for me it was more about how to keep the fuel and oil up to the vehicle. Water from the creek was fine.

Fuel had to be purchased and that required money. Money sources like today were obtained through employment. There was a Servo a few miles down the road so we trudged up there with a few to applying, or more to point, putting forward a case to serve on the forecourt. Yep, those were the good old days when an attendant would fill your tank, check your tires, oils, battery and cleaned your windscreen.

The owner at the time offered me a few hours' work every Saturday morning, enough to exchange earnings for fuel. I was not to know at the time but this was the start of my career in the automotive industry.

The old Dodge saw us out for a couple of years, mechanically she held up great but unfortunately the same cannot be said of the body work. It was with reluctance we said goodbye to this doyen of motoring. A new home had been found for her for the vast sum of 10 pounds. I can only hope it was not the salvage yard.

The owner of this Servo also traded in car sales and once having a taste for driving, all but under age in a paddock, I took the opportunity to purchase a 1952 Morris Minor 2 door Low Lite for 25 pounds. I drove this car around local streets, yes unlicensed, unregistered and under age. It was only when my dad became aware of my misdemeanor that he immobilized the car, or so he thought. After a couple of years of this the vehicle was "updated" to my first Chrysler purchase, a 4-cylinder Simca Aronde for \$60. I grew fond of the 8Cyl Simca Vedette but never managed to procure one. The Aronde was my entry into the legal motoring fraternity and I successfully attained my license with it in my driving test. The Morris was my first attempt at converting a two door into a convertible; believe me a long hard job with a hacksaw.

We continued with this employment and our schooling till the age of 16 at which time I sought full time employment and secured a position with the Parts and Accessory Division within Chrysler Australia at the old T.J.Richards plant in Maple Avenue, Keswick.

During all this the Simca was replaced with an FC Holden which I used for my first experience in delving into vehicle modifications.

As a younger person you become influenced with various things occurring in your life. Through my employment I was indoctrinated into the Penta Star family and had that motif firmly embedded in my mind.

Staff discounts on new vehicles were extremely attractive and I made enquiries about the acquisition of Hillman Hunter Royal 660 (so named in lieu of GT for insurance purposes).

For whatever reason I did not pursue this, in lieu purchased an ex-company fleet vehicle, a maroon VC Regal sedan. The whatever reason was due to the fact that I handled both the Rootes Group and Chrysler Australia metal body panels and the strength, or rather the lack of strength of the Hillman panels through the lesser gauge thickness persuaded me to rethink.

This VC Regal vehicle has been, and still is after 50 years (yes, I still have this car), my love affair with the Chrysler Valiant product range.

Reliability has been the backbone of this car, having travelled to Perth and beyond, up through Central Australia, up to the cape in North Queensland and two years of travel in the outback whilst stationed at the Chrysler dealership in Broken Hill. This vehicle has always given trouble free motoring and has remained genuine apart from fitting mag wheels and an oil cooler for the auto transmission.

The \$1700 I paid for it back then was a big dent in the salary of a 17 year old and seemed expensive but was and still is a sound investment. I was the envy of my peer group and it did attract attention from the opposite sex. I know that's how my wife was attracted to me; it was all about the car! During my tenure with Chrysler my responsibilities included that of a procurement clerk with one of my suppliers being the Lonsdale Engine Plant. Bob Burke who was the resident engineer at the plant advised me that they had uncovered sufficient material to build out a quantity of ten slant 6, 225 160 horse power engines. These were derivatives of both the car & truck engine, this was well after the final build of these engines a few years previous. The build was a complete motor, which is an entire engine with all accessories and attachments to just drop straight into the chassis. It required marketing to authorize the purchase of these which they duly did. Having well over 200,000 miles on the clock on my VC I thought this would be an opportune time to acquire one of these. As mentioned previously staff discounts were quite attractive, to the tune where this engine only cost me \$350. I kept this engine stored for a couple years with the view of restoring the VC at a later date. The other reason for this was that I had also purchased a 1948 Morris 8E Tourer and a 1928 Graham Bros Truck for restoration. Both of these were completed at a later date and the proceeds put into real estate.

When I finally got around to commission work on the Maroon VC my neighbor enquired as to what I was doing. After giving her a brief explanation, she stated her friend has a number of Valliant's and she would instigate an introduction. A week later I was introduced to a gent at my home that, after viewing the car, proceeded to grill me on all that I was doing to the Val. After this contact details were provided and an appointment made to view his collection. On my arrival I was shown an immaculate AP6 V8 sedan and Ute. A further two S Series were then introduced and a discourse on these vehicles ensued. To cut to the chase the gent was a Doctor who was being transferred to Dubai and he wanted to find a home for the 2 S Series, the AP6 vehicles were going to be stored with family in Mt Gambier. We negotiated a price with the proviso that the cars were collected by the following weekend. Neither of these cars were able to be driven and to then discover that a shed had been built around them with no access entrance/exit suitable from the road entailed some logistics to make all this occur. Motivation and assistance from mates can make things happen and we duly succeeded in our endeavors.

I was pleasantly surprised that on delivery of the payment it was being waived. It was stated by my Doctor friend that he did not think it was possible to move the vehicles and he was more than pleased to see them removed and go to someone whom he thought would do justice to the vehicles. Shortly after this I was transferred interstate through my employment. As a family we had decided to keep the home in Adelaide for a base to call home. Garage space being of a premium we needed to rationalize our vehicle collection as there was insufficient room to retain all vehicles. With this in mind we made the decision to donate one of the S Series to the Chrysler Club in Adelaide. The balances of vehicles were locked up in the garage till our return. I don't think I did a disservice to the donor as I am sure the vehicle parts would have been well utilized. The other S Series is a work in progress. It is a sound vehicle, complete in all detail. Restoration had begun some years ago but as the vehicle is in SA and I am not it came to a standstill. We looked forward to being reunited later this year on our return to Adelaide to complete the project.

In the interim my time was consumed with the work on the VC. In the process I did fit the new engine and with hindsight with one regret. I now no longer have an original vehicle. I guess at the time I did not consider keeping the vehicle as previous restorations resulted in cars being moved on

through sale. Re registering the car with the new engine number became a bit of a hassle as the engine number sequence was differing from the normal slant range. I could not reregister until I procured a signed document from Chrysler re the authenticity of the build of this engine. During the restoration of the VC the original engine I removed was given the once over, more for the sake of seeing the internals of a slant which I had not previously done. The motor was still running with no noise or use of oil. To my utter amazement on disassembly, it was found that one of the connecting rod bearings had fused the two halves together into a complete circle with sufficient clearance on the crank so as not to create a concern. As mentioned, this engine was still running prior to its removal. After a fitment of new conrod bearings only, this engine was sold for the same price as I paid for my new one.

Two years later upon a return transfer to Adelaide I became aware of a similar grey VC Regal sedan as my original through networking with my old Chrysler colleagues. This was also a previous ex Chrysler fleet vehicle and had just 71,000 miles on the speedo. Having all the original vehicle books available from the seller I had no reason to query this mileage and ultimately purchased the vehicle. The vehicle is regarded as one owner and is in immaculate condition and has always been stored undercover. The Chrysler fleet cars were usually 3 to 6 months old before they were offered up for sale. The majority had very little use as the reason for them to be introduced into the fleet was to increase registration numbers. Most were then purchased by Chrysler employees at what I considered bargain prices. There was one accessory fitted to this vehicle which at the time was a breakthrough in audio equipment but by today's standards would not crack the market.

It is an 8-track cartridge player, complete with around 100 tapes. It's still enjoyable listening and is a conversation piece at the shows.

As luck would have it, I was given a further interstate transfer after just six months of our return so the same process as before took place except this time we had another vehicle. Needless to say, I had limited time to enjoy the use of this vehicle so up on blocks it went until we knew what our new accommodation interstate could provide. Well one thing led to another and a further transfer overseas meant we would not see our Adelaide abode or the vehicles for 10 years. It was only after our return and our daughters' announcement of her upcoming marriage that she stated her desire to use the 2 x VC's for her wedding cars that an attempt was made to reunite us with these icons.

On gaining entry to the garage in Adelaide we did the standard checks of POWER (petrol, oil, water, electrics and rubbers). With the fitment of a new battery, we proceeded to turn the ignition on the latter of the two. After 10 years there was no hesitation, engine turned, fired and ran.

Unfortunately, I did not have sufficient time to complete my original car but was more than happy to have one for the occasion. (Photo enclosed). This vehicle is complete and in show room condition. No work required.

Further purchases of Valiant product occurred with the due coming of driving age of my son. If I thought that I had the Chrysler Australia Valiant products implanted within me well then, I was not aware of how I infected my son with the same. If there is anything I don't know, then I am politely advised and the guarantee is that he is not usually wrong. It was only natural that we should seek a Chrysler vehicle that would suit his purposes. As a parent I was not going to give him the "opportunity" that I had as youngster. Funny how things change as you age.

The vehicle we purchased was an AP6 6-cylinder sedan which I purchased from a business associate who had vastly altered the vehicle. It was a robust car which could be used as a daily driver and gave my son both the ability to learn to drive and to potter around on his own vehicle. As was expected he adapted to this car and gained his license through the use of it.

The project for this vehicle is to convert to V8 using a recon 273 which was kindly donated through business dealings. During my tenure with both Chrysler Australia and a Dealer I was able to collect and collate obsolete materials to suit early sixties Valliant's. So, it will be interesting to delve into the products and find a use for some of it on this venture.

I learned early on from my experiences at Chrysler that if you do not take opportunities as they arise than you lose the potential provided through them. My first assignment as a 16 year old was to put a

sledge hammer through items identified as obsolete. When I recall the types of product scrapped throughout the years, I feel saddened and disheartened. For those of you who like to go diving there is a reef of the coast at Lonsdale in South Australia, called Chrysler reef. It does not take much to realize this is where the obsolete product ended up. There was a consignment of Webber Carburetors oversupplied by the supplier which also came to grief down there. Nobody was going to pay for return shipment overseas and go to all the bother of refunds.

So, the AP6 is a going concern at the moment with big plans for the future for it. How often do you wish that you could find a car stored in someone's lock up for a number of years, preferably unmolested? Well, I was lucky enough to find such a vehicle a few of years ago, although not totally unmolested.

It was well known in our locality in Melbourne of our predilection towards all things Valiant. A delivery driver notified me that in delivering a load of materials to a local farm he noticed an older Valiant in a barn. I was given a phone number and proceeded to make contact. In discussion with the owner and without viewing the car I proffered a figure (well a slab of beer is a figure) to start negotiations. This was accepted without any hassle. I used the premise that I was removing "an obstacle".

This was after I was advised that the vehicle was immobile as the auto transmission was kaput and it had been stored for the last 22 years. The model is a VC wagon 6 cylinder auto with 72357 miles on the speedo. The owner was the original purchaser so another 1 owner car but unfortunately no books were available.

To arrange pick up I organized a mate with tilt tray truck to collect it. We met and after doing the usual POWER we inserted the keys in the ignition and proceeded to prime the vehicle. Within a couple of minutes, I drove the vehicle from under the cover of the barn. The gent who sold me the vehicle was in his early seventies and the expression on his face was one of intense bewilderment. He was advised all those years ago by his local mechanic that the tranny could not be repaired. I have not heard of a TorqueFlite that is indestructible. I offered to cancel the deal but this was declined. Perhaps it had something to do with the pristine VC Regal Valiant I arrived in. I have since adjusted the bands and whilst it is not the perfect cure it is enough to be able to drive it comfortably. There is an amount of surface rust on the car but still an acceptable challenge without going to the professionals. Like all wagons and utes the tailgate is the weak link and this one is no exception. Handy to have a spare hanging around. Interior considering age is very good and we are considering leaving as is. My concern initially was that rodents may have decided to call this car home, but luckily, they resided elsewhere. The wombat hole under the car after we moved it did bemuse us. This vehicle will be returned to its original condition and is a project currently undertaken with my son.

Having started the restoration program, we decided to remove all front-end metal panels. It was here we noticed that the car has been involved in some form of front-end collision early in its life. The highlight for me may seem meaningless for most of you but the reason we detected the accident damage was that part numbers to identify individual panels were scribed in black crayon on each part.

The store at Keswick at which I carried out my duties was referred to as the "Panel Store" and it was my responsibility to identify each part with its identifying number using a crayon.

It was my handwriting on these panels and I make the assumption that the accident occurred early in the vehicles life as I only performed this task for a couple of years before moving on in the organization and these were regarded as fast-moving parts. Our final acquisition was bought about more through "necessity" than anything else.

There are a couple of vehicles I wish to add to the collection, a VC utility and a VC V8. My wife calls this an obsession; I prefer to refer to it as a passion. These would need to be in reasonable condition as we would not have the time restore them due to work load on the current stocks. Even semi-retirement has its limitations on available time that is if you want to keep the missus placated and happy.

As it transpired, we located a VC V8 wagon that suited the bill. Whilst it is not what I would call an exceptional car it is more than up to the challenge and is a genuine V8 wagon. It was more a question of availability at the right price, and sound and reasonable condition. The vehicle in question has been repainted a color other than original, something I do not normally abide with. There have been many attempts to make repairs but these have been makeshift and do not necessarily reflect a true replacement of original parts. As stated, before a handy supply of new replacement parts will come in handy for this project. A total re-spray is required but it is a question of bare metal or not. If you're going to do something you may as well do it right the first time so I guess I have answered my own question. The vehicle is a going concern all but a bit heavy on the fuel so it will likely be the last car through this mans' restoration program, which is unless I can acquire a VC or AP6 utility. Just for reference a new bare VC / AP6 utility shell (same) was purchased by me for \$200 through the Chrysler obsolete program in the early seventies but I on sold it for rather a lot more.

This has been an extended insight into my Valiant collection with a few tit bits about Chrysler in its halcyon days thrown in. I trust I have not over stepped the mark.

I wish you all enjoyment with your Vehicle ventures. Yours in all things Automotive.

Han Robot

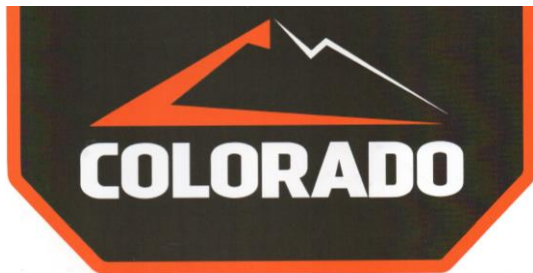
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Both photos provided by Darren Fountain relating to the Mal Fountain Observation Run.



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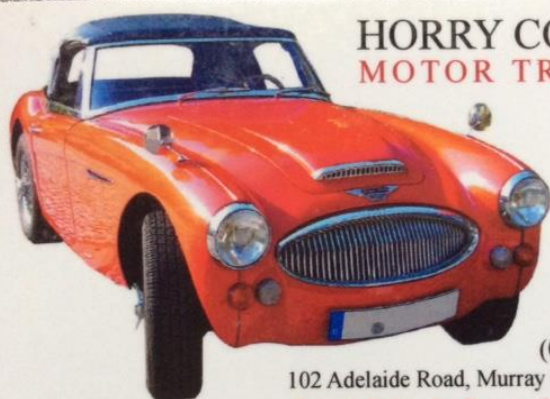


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WANTED – MEMORABILIA for BALAKLAVA MUSEUM

Graham and Margaret Klingberg – Former ACCMB members & attendees of many Twin Bridges Rallies have had a request from Graham's sister – Norma Schopp, who is President of the Balaklava Museum.

The Museum is currently working on putting a "GOLDEN NORTH" (Laura) display together, and are looking for associated memorabilia items to add to the collection.

Norma and husband Roy (Merve Schopp (Murray Bridge - his brother), are wondering if any ACCMB members have any items, e.g. Ice Cream tins, Signage etc. that are collecting dust in sheds or in cupboards that they may like to gift or loan to the Museum for its display.

For further details you can contact Norma or Roy who are very active volunteer members of the Museum on 88621854.

Thank You, Graham Edwards — ACCMB Publicity



Thankyou

Thank you so much to everyone from the Auto Collectors Club who sent very thoughtful expressions of sympathy with messages, cards and calls on our recent loss of Vernon.

Thank you to Graham for his excellent eulogy in the Murray Bridge News & MV Standard.

Thanks to Jan for organizing Vernon's Memorial Car Run, (including the special touches!).

To Liz and Claude a huge thank you for your brilliant effort with the Nash to transport Vernon to the Church in style!

Your kindness and support is truly appreciated.

Cecily Graetz & family.

Run Reports

Pizza Night (15/1/2021)

This year the Pizza night took on a bit greater significance, not only was it the first event for the year, as usual, but the first event of ANY kind since November, thanks to Covid-19. No December meeting, no Christmas picnic. All a bit grim, really, so wasn't it great to finally catch up with a heap of friends again. True, numbers were restricted by Covid-19 limitations, but we probably would not have many more anyway.

But COLD! After a few years of really hot weather, last year was pleasantly cool, but this year was so cold that rugs were the fashion and a spot in the sun at a premium. Someone was heard to comment "I wish this global warming would kick in". I guess that the up side was that the mosquitos did not like the weather either, so kept clear. None of this stopped us having a few refreshments

while catching up on what everyone had been doing over the last few months, though. Good to see new member David Negrin come along.

Eventually the Pizza Hut Pizzas arrived and that quietened everyone down for a while. As usual they were very good and everyone had their fill. The usual water melon and pineapple followed to fill up any space that remained.

The annual progress of the DA Dodge again came into question, so quite a few wandered up to the shed to see for themselves. And significant progress had indeed occurred. Covid-19 had to be good for something! Apart from the interior, the old Dodge was looking fairly complete, with only headlights and front bumpers to be fitted (and a lot of little bits and pieces), but it finally looked like a real car at last. An added bonus was that it was relatively warm in the shed, but of course those still on the back lawn were nearly frozen solid, so it was time for everyone to go home.

Vicki & I hope you all had a very pleasant evening as we certainly did. Thanks for making it another successful "Pizza night".

(Report supplied by run organisers John & Vicki Courtney. Photos from Graham Edwards)



CONGRATULATIONS

**To Lynn Hunter, who Celebrated her 80th
birthday on December 13th 2020**



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