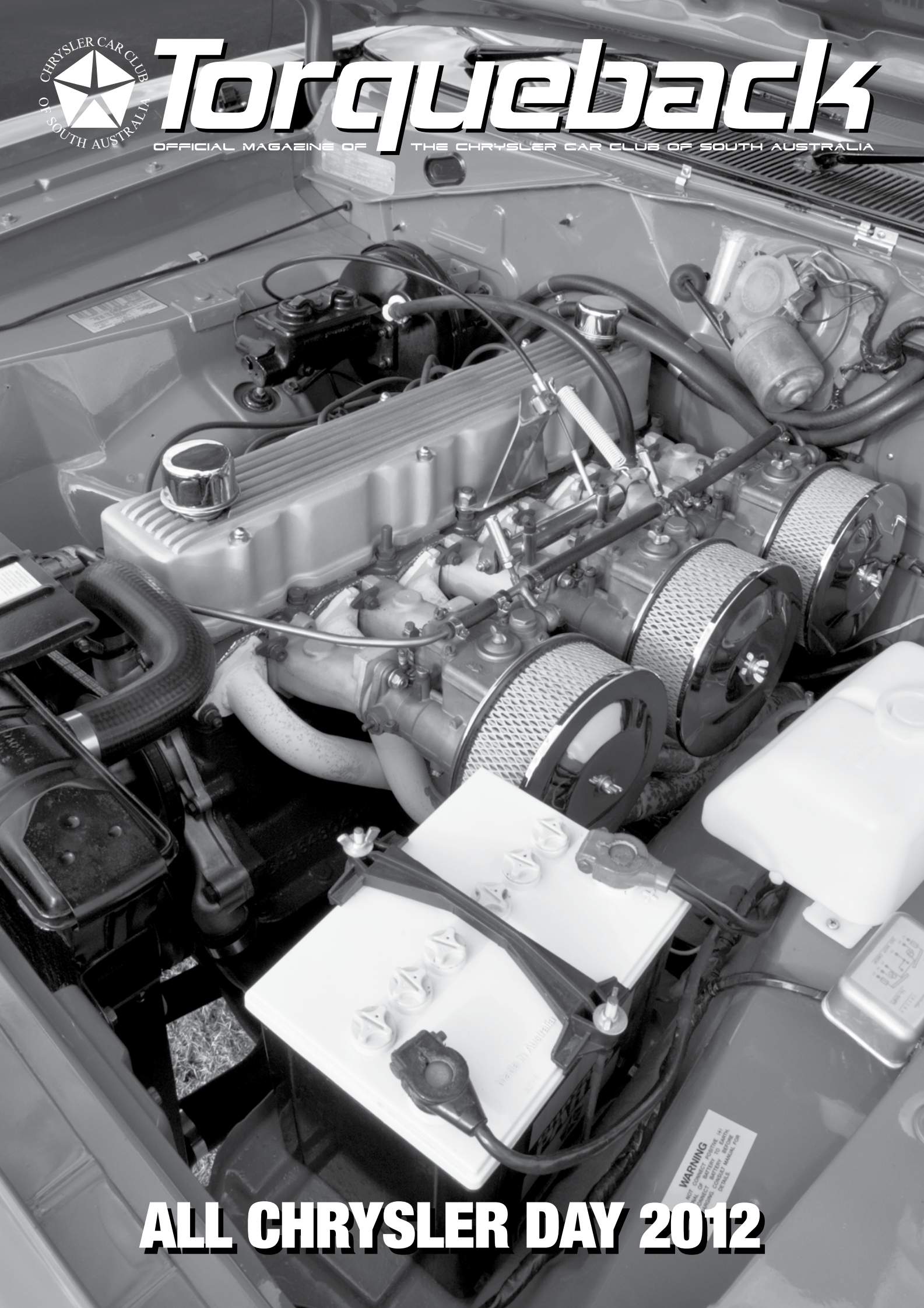


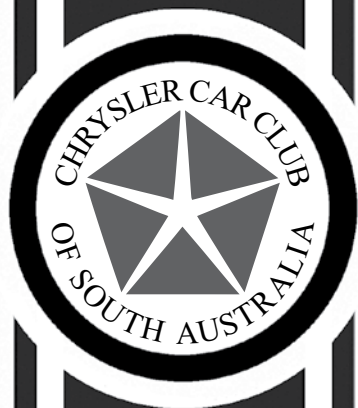


Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



ALL CHRYSLER DAY 2012



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

FEBRUARY - APRIL 2011

All correspondence should be sent to:
The Chrysler Car Club of South Australia Inc.
PO Box 240
Greenacres SA 5086

General Meetings are held every second Tuesday of every month at:
Model T Clubrooms
Port Road
Croydon
(directly opposite Officeworks)

Membership Fees
Regular - \$20.00 per year (& quarterly magazine)
Historic Registration - \$30.00 per year (& quarterly magazine)



ALL CHRYSLER DAY SPECIAL



Hello again. Welcome to the **2012 All Chrysler Day Special** pictorial edition of Torqueback.

Well, it seems like we're entering a new era. After years of wandering around not-so-ideal venues, perhaps the search (and subsequent frustrations) for a proper home for our annual show n'shine are now finally over. This year's All Chrysler Day at **Urrbrae Agricultural High School** turned out to be awesome.

While the Saturday was stinking hot, Mather Nature cut us a break on Sunday for the show and brought a cool change in by lunchtime. We also had plenty of warning to wind things up a little earlier to avoid some relieving rainstorms later in the afternoon. Crowd numbers seemed a little down (although it's hard to tell with a new venue) while entry numbers were about the same as last year. A few local regulars didn't show (most likely due to the heat), however that was nicely balanced back out by a continuously increasing number of interstate guests every year.

The venue was shady, the oval was green, the facilities were perfect and there's room to expand. We enjoyed (and profited from) parking both in the school grounds and out on the main road. We could make as much noise as we wanted, and there were no residents to complain. It all fell into place beautifully.

Mind you, there was a shipload of work that had to be done in the background to make it look that way.

The MegaCruise also continues to go from strength to strength – and rest assured we have secured Urrbrae for both days of the weekend next year. So the MegaCruise and All Chrysler Day will thankfully be reunited again.

Our fearless leader and his second banana will thank all the volunteers and deserving individuals in particular in their following write-ups – but just as importantly, we have to acknowledge our sponsors: **Adrian Brien Chrysler Jeep Dodge, Shannons Insurance, Willshire, G-Tek Automotive Repairs, Brew Boys, Smart Road Auto Wreckers, Hyka Technology, the Moularas Group, Boss Automotive Engineering, Pat McGrath Plumbing Services, Valiant InfoBase, U-Pull-It, Valiant Restoration Services, Bradford Badges and Barossa Sound & Vision.** Without their financial backing, our little not-for-profit club could never celebrate the great marque we preserve as we do.

We have some terrific supporters who are also great club people. For instance, **Pat McGrath** not only hands over his hard-earned, but went around and picked up bins. **Tony Moularas** told me he doesn't even need to advertise, but he still donated a wad of trophies. This sort of effort has to be applauded.

Congratulations to all the trophy winners, and a special salute to the **CVCC** and **BCCC** for "Operation Croweater" and **the folks from WA** for coming over. We really appreciate the effort.

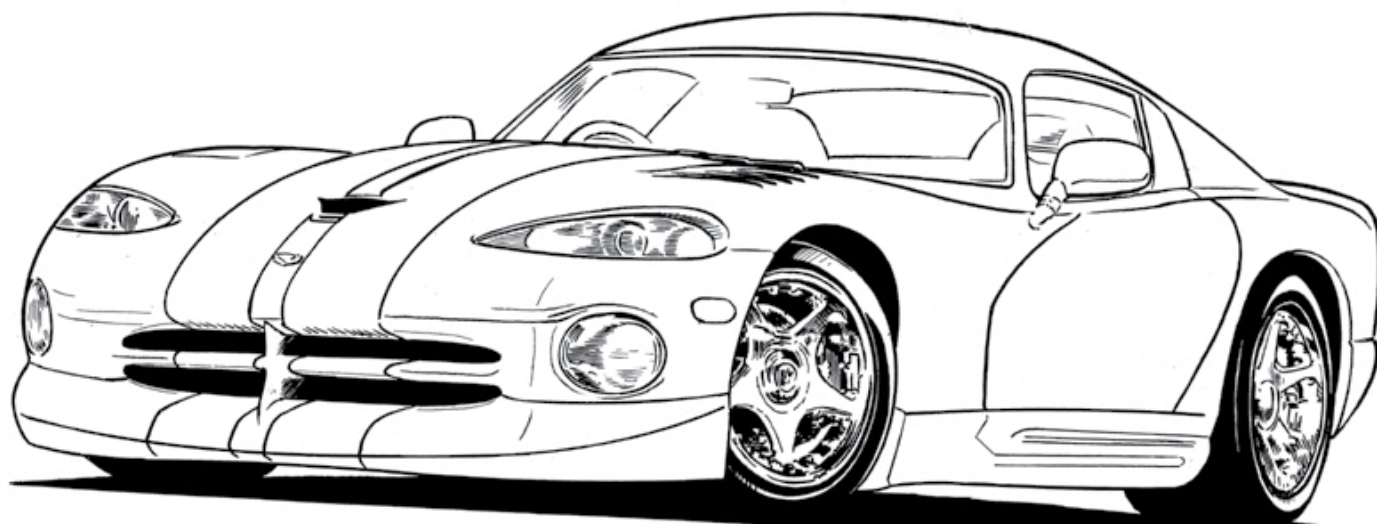


In regards to this issue of Torqueback, I'd like to thank **Jason Rowley** and **Patrick McGrath** for contributing, and **Iain Carlin** for his help. Also, thanks to the numerous photographers from both the **CCCSA** and **HemiSixpack** for their snaps.

On another note, congratulations to my former co-editor **Adriana Kloss** on another excellent article for **Chrysler Action** magazine.

So sit back now, and feast on some eye candy. We'll see you next year.

Mopar forever.
Cheers,
Dave Heinrich



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Thanks to all the wonderful people that helped out with the 2012 All Chrysler Day!

This year involved quite a lot of work due to the dual venue change. The committee have been considering the engagement of a 'sub committee' for a couple of years now and I am glad it was put into operation this time round. The sub committee involved club members

who donated their spare time to make the All Chrysler Day a better event and to take the workload from the normal club committee who work hard each year in the lead up to the event.

Personally, I have been extremely busy this year and have struggled to manage all my work which is 7 days and 90 to 100 hours each week with no break or time off. I have been unable to make all the club meetings and have not really been able to do much in the way of Chrysler day chores this year so I really appreciate the extra help. The sub-committee has not only been help running around and doing chores but the extra brain power has been fantastic with putting on a pretty smooth running weekend event.

With a new venue you will always get little hassles but there was hardly any worth mentioning here, in my opinion. We did have some feedback from members and entrants which we have taken on board already and have made changes to the event in 2013. At this point in time we are likely to move the judging back into the

same day as the show. The cruise will also be slightly revamped due to feedback and suggestions.

I thank all the volunteers, committee and sub committee for the valiant effort that was put in. Entries were handled smoothly by our Secretary. Our Events co-ordinator deserves a big thankyou for his super human effort and for being a great team leader. We are lucky to have Jason!

The next all Chrysler day will be announced a bit earlier, as soon as we have finalised things with the venue owners. Keeping the same venue will make it a lot easier as we do not have to run around searching for venues and meeting with people which wasted so much time last year. I look forward to next year's show already!

It was good to see quite a few interstate guests this year and we wish to see many more next year. Some drove thousands of kilometres to be at our event.

See ya!

Raddy



STALLARD & POTTER
PRINTERS OF DISTINCTION

Hi everyone. In our last issue **Di Hastwell** wrote that she and I will be alternating with articles for the magazine. Now it's my turn. I gave a lot of thought about what to write and decided to share my observations on the road our club is taking since I first joined in 2000.

We were at a rally; the *Rock & Roll Rendezvous* I think, and I stumbled across a somewhat small club display. Frankly, I was about ready to join the **Chrysler Restorers Club** as one of my wife's work colleagues was a member. However, there was a pile of membership forms on a table; I picked one up, filled it out and handed it to the person sitting there; who I found out later was **Adrian Cummings**. Admittedly, my reasons for joining any club were to get "cheap" registration and access to spare parts that weren't easy to get then, even though I was in the vehicle trade. Of course things are much different now in that it's gotten harder due to everything becoming more and more scarce with age. Anyway, a few days later, I had a call from the secretary; **Steve De Wit**, who invited me to a meeting the next Tuesday. So I went along, liked it, paid my fees and am still going.

The club has changed in so many ways since then. Membership was a great deal less than today and everyone seemed to be split into different groups with heavy emphasis on the street machines. But, after a while, I got to know some of the members, started attending some of the events like the *All Chrysler Days* and some of the cruises. This led to me taking a greater involvement in the club and volunteering to lend a hand wherever time and my work commitments allowed. More, the club started to show a change in focus. Before there was major emphasis on *'Dyno Days'*, street machine shows, and the like; not that there's anything amiss with this type of event. I do strongly believe that SA needs a dedicated track for street drags and similar where the so-called hoons of this world could be given an opportunity to learn responsibility, safe vehicle control and driver management.

But we were beginning to become more family friendly. We started having Sunday cruises; sometimes with other clubs, picture nights, dinners and greater involvement in major events such as the *Bay to Birdwood* and the *McLaren Vale Show and Shine*. Better yet and correct me if I'm wrong, but we all were mingling and losing that "clique" atmosphere that can and does blight so many clubs. This is the reason I'm no longer a member of a certain RSL club.

So that's the past. As for the future, let me say that it's looking fantastic. And our last *All Chrysler Day* has to be a sign of things to come.

From my own observations, this year's event can be summed up in three words: "We did it!" There were so many 'firsts' with this particular event and so much could have gone wrong. But, from my point of view, nothing much did and the weekend was a huge success.

First the venue; Urrbrae High School. We struck gold with securing this oval. What could be better; it's twice the size of our previous venue, as central as is possible to find, lots of available off street parking and no revenue raising council inspectors as a result, double the amenities, no housing in the immediate vicinity and no neighbours to complain about us. In fact there is a bigger problem with the exhaust noise from B-doubles on Cross Road than we could ever produce. Mind you, it is a long hike between the Fullarton Road gate and the Cross Road exit (the other Fullarton Road as I was told). Hopefully this will be the first of many *ACDs* and at time of writing, we are negotiating to continue with this venue for the judging, *MegaCruise* and *All Chrysler Day* from 2013 onwards.

Second; the sub committee whose members did an exceptional job in arranging everything for the weekend. **Jason Rowley's** work as the event coordinator was incredible, especially when we consider what he's been through. Saying thanks doesn't seem enough. But thanks anyway.

The other committee members and those who volunteered on the day deserve the club's gratitude too, considering everyone involved have full time jobs. **John Leach's** display looked great, the sponsors were well taken care of and those two feature cars attracted so much attention. The memorabilia displays were fascinating to see, the trade stands were well laid out and there seemed to be sufficient variety among the caterers to satisfy most members and visitors. In fact, the standard was so high it would have been easy to think the whole weekend was professionally planned. Even the clean up afterwards was done with care and enthusiasm. I have to say that I've never worked with a better group. Again, saying "Well done!" doesn't seem adequate.

Finally, the judging and *MegaCruise*. I couldn't be there due to work commitments and am deeply disappointed as a result, but I was told the cruise stood out from the Fringe and all the other events that were going on, that night. A special note of thanks should be given to **John Koz** who not only devised the route but spent so much time on Saturday's barbeque that he had to go home for a wash and degrease. At least he didn't have to worry about tanning oil.



We did have some hiccups. One of the caterers didn't front; neither has he had the courtesy to return my calls. Oh well, his loss. The others did well enough that they asked me to book them every year.

There was the usual assortment of entrants who waited till after the cut off date to put their forms in which made a lot of extra work for **Di Hastwell**. There was the issue with the kiddie carousel's no show but, as I told them I wasn't prepared to advance \$500.00 of club money for an appearance fee, I wasn't holding out much hope for them turning up. I was also told that Bonython Park wasn't up to standard. However we may not have to worry about using that venue again.

A final word about the day. I'd like to thank **Richard Surfield** for kindly donating the memorabilia from his late father's estate to the club that they could be sold on the day and help with raising revenue. He has since indicated to me that there may be some more yet. Anyway, as I said earlier, this will be the start of bigger and better things for the club and for Chrysler. It's been said that our marque will be in the V8s in 2014 and I will definitely be at the Clipsal for that. There may be something leading from this that can be included in future *All Chrysler Days*.

That's just one example of what's been happening over time. When I look back over the past decade or so it is easy to see how we've grown and where we could be in years to come. The best part is, not only are we nearly 400 strong but there are so many of you I can consider to be friends. And that's what we're all about, friendship, common goals and an eye for quality moparing.

As I always say; there are two types of people in this world: those who own Chryslers and those who wished they own Chryslers.

Be seeing you.
Hugh

ALL CHRYSLER DAY WEEKEND OVERVIEW

Hi all, it's been a while since an *Events Report* in Torqueback but it has still been an eventful year!

Having got back on the horse-(power) myself for the Christmas Run, it was full-bore into All Chrysler Day planning. I had the role of 'Co-ordinator' again this year, and I knew I was going to need much more help to make this years event work at two new venues. We had to do this due to cricket bookings (this is already solved for 2013), which we knew was going to be a *Challenger*, however the team divided the roles and conquered that one!

At this point, I do acknowledge the **ACD Subcommittee Team** who were so cooperative and devoted much of their time to achieve a great outcome! The following crew all returned: **Di & Chris Hastwell** (entries), **Andy Radloff** (overview), **Greg Helbig** (drinks + treasury), **Iain Carlin** (judging), **Dave Heinrich** (promotion), **Hugh Mortimer** (catering), **Stuart Croser** (sponsors), **Rob McBride** (club stand), **Stephen DeWit** (anything), **John Eckermann** (PA, transport) and **Peter Beckinsale** (memorabilia) – plus outstanding involvement from first-timers **John Leach** (display layout), **John**

Koznedele (cruise plan), **Tony Lennell** (traffic & signage) and **Chris Taylor** (resident liaison & banner). At least 35 members also volunteered to help out over the two days and my thanks to them for lightening the load. We will announce details of the *Volunteers and Sponsors Appreciation Dinner* shortly.

I think the Cruise with 220+ cars and the Show both turned out to be awesome. I caught the cruise from halfway point at Big-W, where I did finally get to look at nice Mopars see the report and pics in this magazine.

In February, we never know what the weather will do. Expecting Saturday to be a stinker I prayed that cloud cover would come in early, for Sunday to be a little cooler, which it did ! And the showers held off until 5pm, just after the 235 entrants had finished packing up. Maybe I'm more in touch with upstairs since my incident?

Reports I had from people passing by Urrbrae said it looked very festive. Yes, we do strive to make our events LOOK attractive and for families to feel welcome. If you have any other ideas in this area, please do talk to a committee member.

We already have some great improvements in mind for 2013 and always need more!

The **CVCC** and **BCCC** united gang came over from Victoria, and also took the opportunity to go to the **Tonsley Hotel's** famous **Chrysler Bar**. For me, a high point is that many Chrysler groups (**CRCSA**, **R&S**, **PT's**) are so involved in our All Chrysler Day SA. I hope this builds a more collaborative and fulfilling event for everyone.

After the set-ups & cruise, my legs were pretty seized on Sunday. I was limited to the area between the club HQ and the PA tent and I could not make it beyond the **Millers'** drag car display, to other the club areas or any swap sites, or even to the **Brew Boys** marquee for a Charger E55 Lager! Shame on me ! (I got one later...)

My apologies to those whom I missed catching up with, next year I'll just have to hire a Seg-way or build a V8 Golf buggy! I'll see you out on the road, or at the ACD 2013 on Feb 23/24 !

Cheers,
Jason







Adrian Brien Chrysler Jeep Dodge
Best Fully Restored Of Show
Wally Towsty



Moularas Group
Best Modified of Show
Cheryl Atkinson



Shannon's Insurance
Best Survivor / Non-Restored
Simon Smith



Adrian Brien Chrysler Jeep Dodge
Best Spotlight On Fins & Chrome
Peter Wait (WA)



CCCSA
Promoters' Choice
Brian Walsh



CCCSA
Best Club Car
John Leach



Brew Boys
Entrants' Choice
Peter Wait (WA)



Adrian Brien
Chrysler Jeep Dodge
Best Competition Vehicle
Simon Miller



Hyka Technology
Pre-1954
Barry Crouch



Willshire
Best ForwardLook
Brian Bianco



Shannons Insurance
Best RV/SV Valiant
David Pope



Smart Road Auto Wreckers
Best AP5/AP6
Keith Napper

Bradford Badges
Best VC
Rob Barbieno



G-Tek Automotive Repairs
Best VE-VG 4-Door
Michael Egan



Valiant Restoration Services
Best VE-VG 2-Door
Sandro Di Rubbo



Adrian Brien Chrysler Jeep Dodge
Best VH-CH-VJ 2 Door
Andy Miller



Brew Boys
Best Charger
Robert and Julie Rawlins



Valiant InfoBase
Best VH-CM 4-Door
Jim Tokas



Boss Automotive Engineering
Best Phoenix
Bruce Bragg



Bradford Badges
Best Wagon / Ute /
Van / Truck / SUV
Paul Ryan (WA)



U-Pull-It
Best Classic 4 Cylinder
Chris Howe



Moularas Group
Best Engine Bay
Andy Miller



Shannons Insurance
Best C Body / Fullsize
Brian Bianco

Shannons Insurance
Best Chrysler 300
Peter Wait (WA)





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Best B Body
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Michael Yamas



CCCSA
Best Display
CRCSA



Moularas Group
Best RT / Sixpack
Peter Silver



Hyka Technology
Best Partially Modified of Show
Dean Bastian



Willshire
Best Partially Restored of Show
Emmanuel Kallios





2011 ANNUAL END-OF-YEAR OVERNIGHT BASH

On Saturday November 18th in mild but soggy weather, the intrepid 'usual suspects' met at the clubrooms to start the annual Christmas overnight run. I named it after the Band-Aid single of the early nineties because I couldn't believe it was five weeks to Christmas already. Given the fairly short notice, due to my recovery distractions, it was great that starters included the **Hastwells, McBrides, Tripodis** (with 3 kids), new-ish members **Dave Hocking, Damian Haese** and guests, **Mr Zerk** and his special guest. **Karen** gladly drove our CL SE V8, a good idea as I can still not get my feet comfortably to the pedals for long distances.

This year we all headed south, taking in a few roads suitable for steering-box tests, through scenic Scott Creek via Mt Barker and Woodchester, to Newmans-Rusticana Wines at Langhorne Creek for lunch (a very nice spot, do try it sometime!). I provided a series of questions to keep the observant types busy, but I'm told a certain white

AP5 was travelling far too quickly, and so missed many of the answers!

After lunch there were some accelerator-testing roads past the refilled Lower Lakes, across to Mt Compass (where the **Carlins** tagged on) and eventually to our destination at Aldinga holiday cabins. The adults refuelled briefly while the kids bounced around the playground.

Dinner was booked at the Victory Hotel, Sellicks Hill, where we were met by the **Mortimers, Lees, Bowles, McGraths** and **Mr Kloot**, making it 24 for the dinner. The food & service were great, even if a little flash for the likes of us !

After dinner, those staying overnight carefully drove the 3 minutes back to Aldinga and would you believe, had to light a fire to keep warm ! Due to busy cabin bookings, we were doubled-up in most cabins, by prior agreement, which made it

very cosy & sociable. Shortly before driving away, **Hugh** was heard to say, "Why stay in a cabin when it's only 5 minutes to my house ?" After various yarns around the fire, most took the opportunity to 'hit the hay' before 1am. Snoring may have been a problem, as some were on the beach by 6am.

There was a cooked breakfast in the morning (thanks again to the Hastwells and McBrides) before we were 'gently' persuaded to leave the cabins by 10am. While some (**Rowleys** included) travelled north up the coast to other commitments, others continued south to Yankalilla for the Shannons show there, worth the trip by all accounts. I think we should try that next year!

My thanks to all those who participated in and enjoyed a lightly organised and publicised Christmas event. I resolve to do better in 2012!

Cheers,
Jason



sudafrikaan sigma

THE LION SLEEPS TONIGHT



WTF? A CL WITH A SLANT SIX FROM SOUTH AFRICA?

This curiosity was purchased brand new in September 1979 by **Gerard and Anna-Marie Baudoin** in Umtata, South Africa (after falling in love that lovely paint colour, beautiful hubcaps and bumper bar overrides!) In January 1980, Gerard and Anna-Marie decided to migrate to Melbourne Australia, due to tensions in South Africa between the black and white races – making it an unsafe place to raise their young family.

With Gerard's attachment to his 4 month old pride and joy Chrysler, and not knowing what the quality of cars were like in Australia, he decided to ship it to Melbourne with the rest of the family belongings.

Interestingly, his car was then stranded on the Melbourne docks as the unions placed a month long ban on its processing, due to the tensions in South Africa. When it was finally released from the docks for its roadworthy inspection, it had been vandalised with the windscreen smashed.

All that was required to meet Australian standards was the fitting of rear seat belts and of course a new windscreen. See the Victoria police serial numbers stamped in the right hand, inner guard. This car was used for the Baudoin family car until May 2001. Can anyone remember seeing it on the roads around the Glen Iris area in Melbourne,

around the 80s or 90s? Its Victoria Registration Plate was AUD672. This car has also been discussed on both the **Mopar Market** and **Hemi SixPack** online forums in late 2009.

Come May 2001, and the car has become too big for the newly retired Gerard and Anna-Marie, so it is sold to their friend and retired mechanic **Charlie Birmingham** for \$800, with 134481 kilometres on the clock. Unfortunately illness meant the car sat outside in a beachside suburb until December 2009, 'til it was sold to its third owner, a Chrysler enthusiast from a neighbouring suburb – where it was then placed in a carport with a dirt floor.



HOW DID IT END UP IN ADELAIDE?

In January 2010, while I was picking up some Valiant parts that I had purchased from the third owner, I noticed the car parked in his carport and asked whether this car was heading for the scrap metal recyclers like the other three Valiants that he had begun to dismantle for parts. He said he was going to restore it one day and that's where the conversation ended.

Fast forward to January 2012, and a mate and I are looking through some old photos and wondering if it had been scrapped and gone to Chrysler heaven. So we decided to call him to see if he still had it, and if so what future plans he had for it. A few minutes later the deal was done, and it was coming to Adelaide.

WHERE TO NOW?

As you would've seen at All Chrysler Day, the salt air has not been kind to the body, but the car is pretty much complete, apart from the original radio. I also have the original dual language owner's manual. To restore it to its former glory would cost lots more than the car is actually worth, so for now it will sit in dry storage in my workshop and be put on display at future All Chrysler Days.

Very limited information is available for these South African assembled Valiants, so if anyone knows of any other cars being in Australia at present or has any other information or sales literature, please contact me on 0409404940 to discuss. A very special thankyou must go out to **Andrew Kloot** for helping me get this car cleaned, detailed and the engine running, enabling it to be on display at this year's All Chrysler Day.

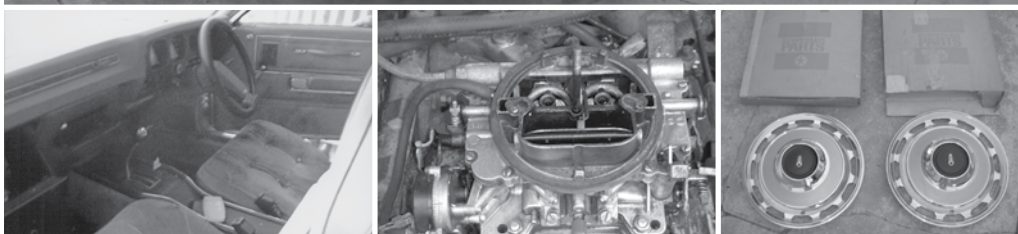




SOMETHING YOU DON'T SEE EVERYDAY

In 1978, the Chrysler 'L' was first manufactured by the **Sigma Motor Corporation** in Pretoria, South Africa. Using a body shell and panels supplied from Chrysler Australia Limited in C.K.D (complete knock down) kits, and a mixture of electrical and trim components to comply with local content production requirements.

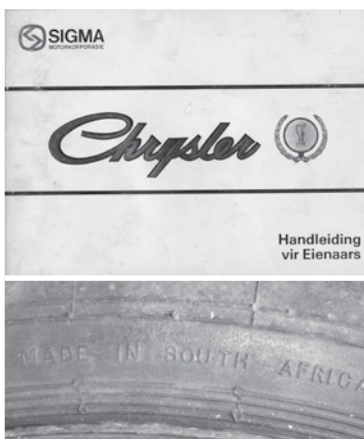
Chrysler international in South Africa began assembling Australian VH Valiant body shape righthand drive vehicles in sedan, utility and station wagon forms from September 1972 to March 1978. When the newly formed Sigma company (no connection to Mitsubishi Australia by the way) released the CL series it would be the last of the Valiants in South Africa and only available in 'L' and 'SE' sedans. Priced at 10,000 Rands for the 'L' and 14,000 Rands for the 'SE', the Aussie dollar and Rand exchange rate at the time was close to one for one. For an extra R4000, the SE received electric windows, air conditioning, roof console, cassette player and the Australian SE grill, hubcaps and bonnet ornament. 320 SEs and Ls were sold in 1978, 348 in 1979 and 36 in 1980.



Now, these Afrikaaner Chryslers might look like the Australian version, but there are some unique differences, such as;

1. The engine fitted is a 190hp carter 4 barrel slant 6 engine with a 9:3:1 compression ratio that is made in Canada. Australia stopped using the slant six in the VF series except for a government order of VG Dodge utilities, replacing it with the hemi six.
2. Bigger front and rear bumper overriders with reflectors that look like they belong on a small truck!
3. Single spoke steering wheel, similar to the ones fitted to the Australian Mitsubishi Scorpion.
4. A PBR brake system similar to what was fitted to the XD Ford Falcon.
5. A heater box assembly made in South Africa mounted under the dash behind the glove box.
6. Cruise control system fitted as standard – an option never available in Australian Valiants, with controls mounted to left of steering column.
7. Australian export hubcaps with colour coded inserts.
8. The vent cable handles and heater fascia are quite different.
9. Front seat belts – check out the clasps.
10. The front seats have adjuster wheels, not levers as found on Australian Valiants.
11. Window winder handles slightly different.
12. The seat fabric is different, as well as carpet on the backs of the front bucket seats.
13. The bonnet lining is of a thicker vinyl type.
14. There is a vanity mirror in the passenger sun visor.
15. The spare wheel and bumper jack is fitted behind the left hand wheel arch; see the original cross ply made in South Africa tyre.
16. The bumper jack is different to our Australian ratchet type.
17. Compliance plated fitted in left hand inner guard and matching number stamped in right hand guard on brace. See the holes in the right hand side of plenum chamber for the Australian tag location.

- PATRICK MCGRATH





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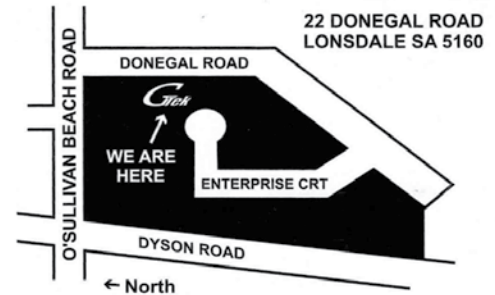
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Sat, 24-Mar-12	7:30 PM	CCCSA Evening Cruise Departed Welland Plaza, Port Rd	CCCSA
Tue, 10-Apr-12	7:30 PM	Club Meeting, Model T Rooms	CCCSA
14-15 Apr-12	10:00 AM	Top Fuel & Comp Drag Race Meeting Adelaide International Rcw, Virginia	AIR / ANDRA racingonn.com.au
Sun, 22-Apr-12	All Day 9:00 AM	Rock-N-Roll Rendevous, Birdwood Cruise Start: Torrens Parade Ground, City Birdwood Nat Motor Museum	Pauline Renner 8568 4034
Sat, 28-Apr-12	All Day	MALLANATS Performance Nationals Burnouts, Drags 200m, Cruise, Dyno Comp Mallala MotorSport Park Enter & park with CCC group for discount entry	MMSP / AASA 8276 7744 www.mallala.com
Sun, 29-Apr-12 Enter by 12-Apr	9:30 AM	McLaren Vale Vintage & Classic Parade Meet Coles Shopping Centre, Main Rd, McVale Then join the Club for lunch at a Local winery	Richard Peake (CCC) 0418 831283 McVale Bus Assoc 0449 800099
Tue, 8-May-12	7:30 PM	Club Meeting, Model T Rooms Guest Speaker - TBC	CCCSA
Sat, 12-May-12	7:00 PM	ACD Volunteers & Sponsors Thank-you Dinner Venue notified on Invitation	CCCSA 0412 426360
9 & 10-Jun-12	2-days	Mid-State MoPars (Vic) 2012 MotorKhana, Cruise & Show-and-Shine Bendigo LiveStock exchange, Mundy St	CVCC 0427 508490 (03) 5446 7540
Tue, 12-Jun-12	7:30 PM	Club Meeting, Model T Rooms	CCCSA
Sun, 15-Jul-12	9am - 3pm	Membership renewal & Hist. Inspection Day Model-T Clubrooms	CCCSA 0412 426360

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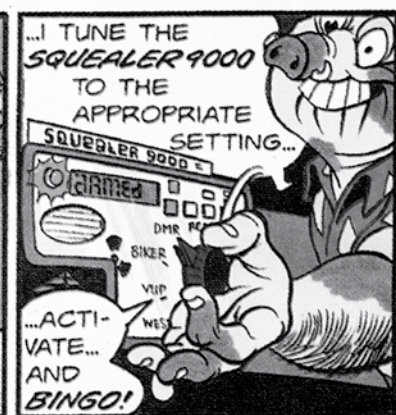
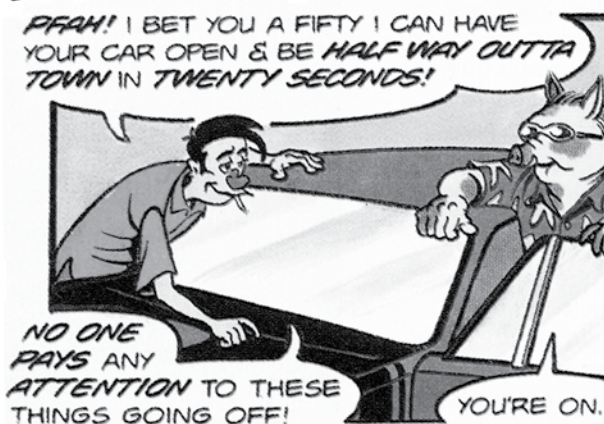
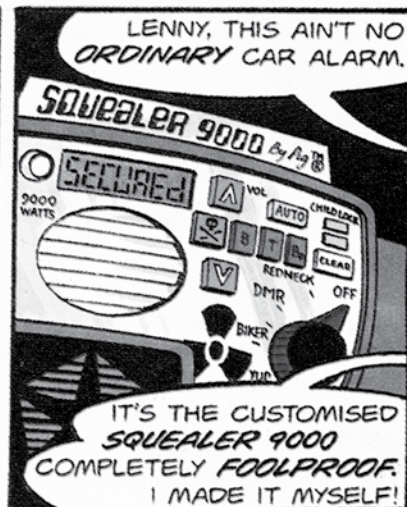
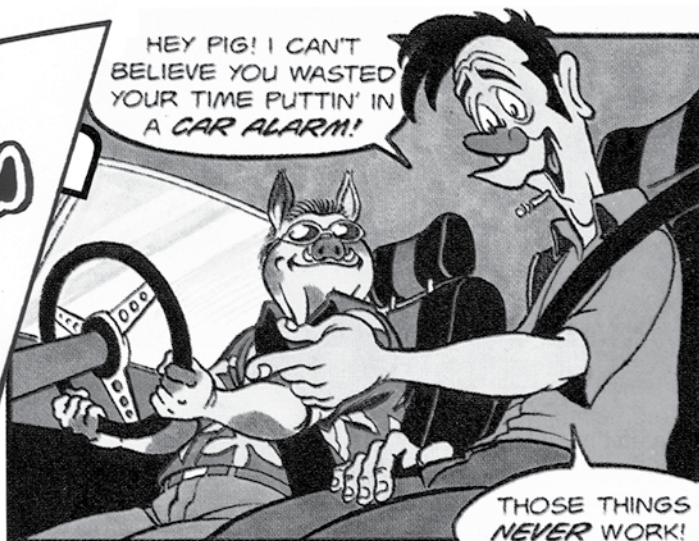
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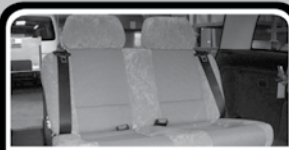
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