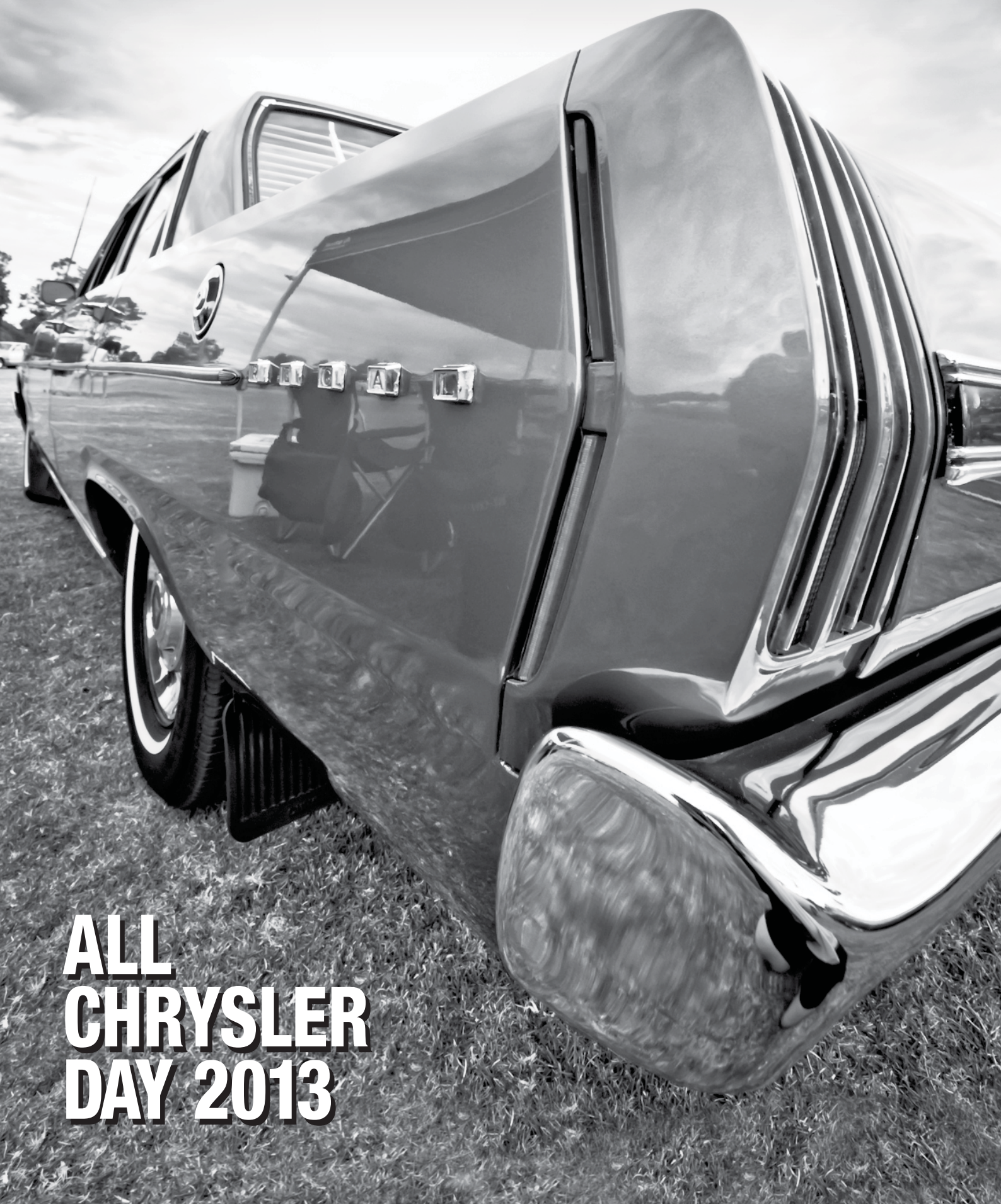




Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**ALL
CHRYSLER
DAY 2013**



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH - JUNE 2013



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:
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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

G'day. Welcome to Issue 16 of the 'new' Torqueback, the annual **All Chrysler Day** pictorial Special.

In this issue, with *All Chrysler Day 2013*, we say farewell to **Tonsley Park**, once the capital of the pentastar empire in the Southern Hemisphere. A revered place we'll now consign to memory as where most of our cars were born. In its heyday, Tonsley was a thriving city in itself, with an enormous population of workers and associates producing quality outputs in record volumes. CAL had it's own suburb, even boasting sporting clubs and community groups – a crucial contributor to the local culture, economy and society of South Australia. Back in those days Adelaide was Australia's Detroit; Holden helped develop the northern suburbs while Mopar powered the growing south.

But things changed.

Global financial pressures and market directions will always see companies come and go, as demand for a product will change and differ. Consequently work lives take different directions, career paths go elsewhere, and all the way into society are these effects felt. Ultimately, new values, attitudes and tastes evolve as an echo of the trends of a continuing consumerism. We now live in a much more disposable and instant broadband world, where attention spans and patience seem to be shorter, and our society just doesn't seem to value cars like we used to.

Today, the clash of the titans is finally coming to an end. Inevitably, Holden and Ford are going the way Chrysler have. Petrol costs keep rising. The V8 has fallen from grace, and the Falcon and the Commodore will be gone in 2016, perhaps spelling the death of any big sedan in Oz altogether. The automotive market has changed, and cars no longer have personality. Homogenised imports flood our roads, so today the average young person's car – or even the second commuting car – is no longer a trusty old sedan made

locally (asking to be done up) but some cheap prefab buzzbox which can be swapped over sooner. And everything will be front-wheel drive. So families today buy these god-awful 4WDs which will never actually leave bitumen, seduced by the illusion that they're safer higher up. The damn SUV has successfully replaced the good old station wagon, while European imports have usurped the higher end of the market for a select few who can afford a more sportier car.

While they started out as status symbols, cars became to be like family members – but now they're just like TVs. How has the experience of driving a car, once quintessential to living in our big brown land, lost all of its priority? Where did all the chrome go? The muscle? The distinctive lines? The pride in that marque? The personality?

Even the last gasp of the Mitsubishi takeover could not help Tonsley Park stagger any further. The shell of Lonsdale is still standing (although they recently painted over the giant Chrysler lettering, sadly) but for how much longer? And there are still signs of evidence at Keswick where Mopar first boomed as a car-maker downunder so long ago, but they are fading. The yards and buildings of Tonsley Park are now becoming a housing estate and technology precinct of Flinders University. Chrysler Australia is virtually no more. There's only us left now to carry the torch.

So pay your respects now, while you still can.

And make sure you're in a car club, who do care!

I'd like to thank all of the contributing photographers who generously donated their fine art for us to chronicle our biggest day of the year for 2013. They are, in no particular order: **Iain Carlin**, **Damian Tripodi**, **John Antinow** (*9000RPM Photography* at facebook/9000RPMPhotography), **Lesley Arbon** (*Little Gem Photography* at littlegemphotography.

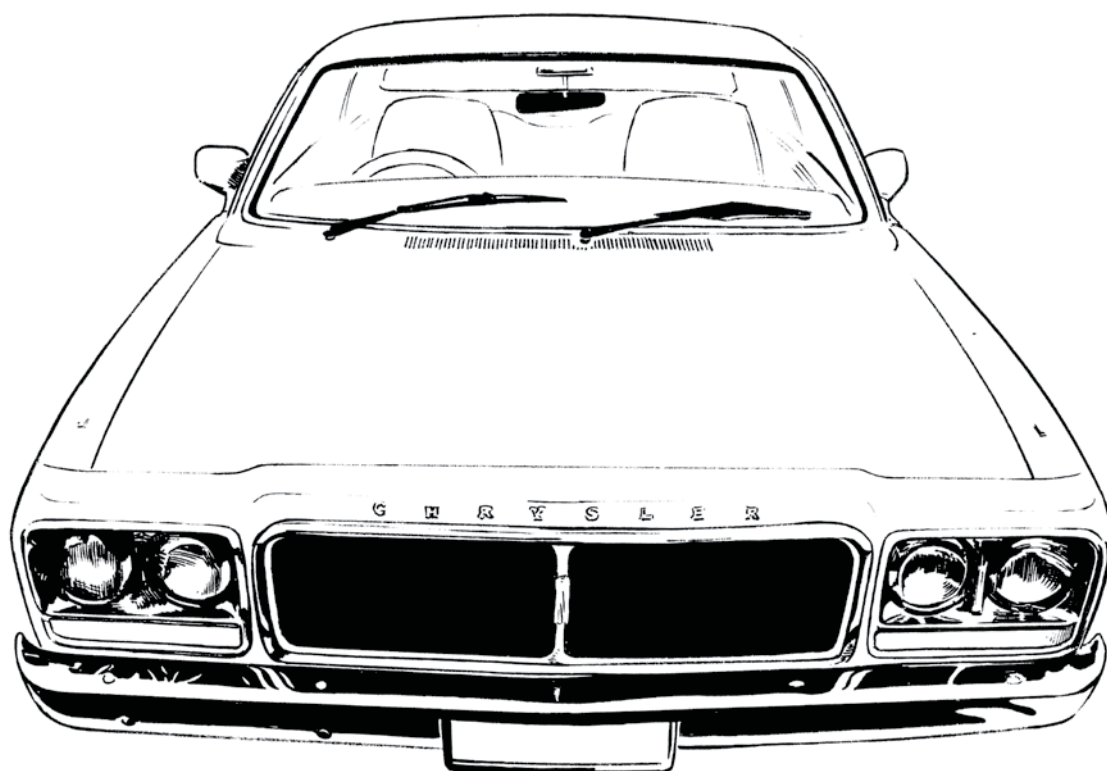


com.au), **Darren Gerlach** (*Awesome Photography* at awesomephotography.net.au), **Mary Heath** (*Mary Heath Photography* at facebook/MaryHeathPhoto), and **Emmanuel Kolios**.

I'd also like to recognise the **Chrysler Restorers Club of SA** (who I also borrowed some snaps from, thanks), the **Central Victorian Chrysler Club**, the **PT Cruiser Club of SA**, the **R & S Series Valiant Club of SA**, the **Regals Mopar Club** and the **Charger Club of WA** for their official presences at our show. We appreciate your effort.

Finally, on behalf of the CCCSA I'd like to acknowledge all of our gracious sponsors, whose names you will see throughout this magazine as the generous donors of the respective trophy winners (support those who support us). Thankyou for your continuing to back our little club, charged with such a big responsibility – to preserve the great Mopar line.

Cheers,
Dave H





Hello everyone. Wow, what a fantastic show the CCCSA volunteers put on! Of course, with the assistance of the owners of the cars, then the caterers, sponsors and others.

But if you think *All Chrysler Day* is just a couple hundred cars on the grass, and a simple easy event to stage, I urge you to think about the event in a lot more detail then.

Our annual show'n shine is getting bigger each year and needs more volunteers to actually make it happen. The hospitality of our event is so well received, but its continual growth comes down to it being so well-organised. Thanks to the coordinators' careful planning and delegation of tasks. Particularly thanks to **Jason Rowley**! The club recently awarded Jason a special thankyou gift for his superb effort, yet again.

The volunteer group seems to be a similar group each and every year, with only a small amount of new faces around to help out. This doesn't go very far with a major event like *All Chrysler Day* and the *Mopar MegaCruise*. Mind you, the CCCSA are very pleased with the *All Chrysler Day* subcommittee who are there, and their super effort. By the time you read this the volunteers may have already had a special thankyou dinner put on and paid for by the club.

In 2014, the milestone of Dodge's 100th year anniversary will be upon us. The subcommittee, plus the regular committee, feel this could be a fantastic opportunity to celebrate this most important occasion.

At present this is just a very keen suggestion, but there are already quite a few members who are excited about possibly being a part of something big – so the next step for the committee will be to complete the initial stages of consultation with the appropriate parties, and notify them of our intentions – to be part of a *nationals* type event!

Should this happen, then we will require at least 20 more new volunteers to chip in. Should we be unable to attract enough volunteers, it could be compromised – and we do not want to be a part of a sub-standard event. So, we seek early expressions of interest in order to plan, prepare and execute this event properly!

Please contact either myself **Andy Radloff** or Jason Rowley to register your interest.

Thankyou to all that contributed in any way towards *All Chrysler Day*. I personally look forward to your involvement next year, and hope to see a mass of Dodges at the next *ACD* – which will be held at the same venue and on the same weekend (the last weekend in February 2014).

Cheers,
Raddy



Unfortunately this pic just missed the boat last issue, so we had to put in this month! The **Australian GT Championship** is a CAMS-sanctioned national title for drivers of GT cars, held annually from 1960 to 1963, from 1982 to 1985 and has now been revived since 2005. In the 1960s the title was contested over a single race, and those after that year over a series of races. The category has not always been well defined – often a refuge for exotic cars orphaned by a category collapse or a sudden change in regulation, but the current class structure for the Aussie GT league has expanded to cater for four classes of sports cars since 2012. Last season, **Andrew Taplin** (Supaloc Racing Lamborghini Gallardo GT3) claimed the GT Challenge class, **John Modystach** (Prosurv Porsche 997 GT3 Cup) the GT Trophy class, and the two driver team of **Darren Berry** and **Paul Stockell** (Clipper Motoryachts Ginetta G50) the GT Sports class. In 2012, Mopar Australia backed a Viper in this competition, driven by our very own **Greg Crick**. But this year Greg has moved into a Valiant Charger in the **Classic Touring Car** series, and Team Mopar have gone with him. Here he is taking pole at the *Clipsal 500* in 2012.

adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA

Hi everyone.

Well, it's autumn again. No more 38 degree days with that incredible humidity and hopefully Mother Nature will see fit not to allow rain on the weekends, so we can enjoy cruising without super gluing ourselves to the seats, or finding our radiators taking on the characteristics of the Cockle Train.

The **All Chrysler Day** has come and gone, too. I should state, before anything else, that just saying thanks to the volunteers is a bit like trying to bail out the Titanic with a bucket. Given the conditions – heat and humidity that would have done a boiler room proud, and the fact that there weren't enough people who'd put their hands up to help – no one could criticise the day's outcome. Or for the **MegaCruise** for that matter. I did hear an argument that it should be held at night along the South Eastern Freeway, but the idea of running through the suburbs in the afternoon where the general (and envious) public can get to gaze wistfully at our beautiful vehicles works for me.

There were some issues that a few more volunteers could have addressed easily enough. I found myself playing crowd controller on several occasions, as someone kept leaving the southern gate open and people were streaming through it – while pretending that they knew nothing about an entry fee. Likewise for those who climbed through a hole in the

fence (Right, soapbox time: did spectators really think they'd have me believe that the main entry to a major event was through a hole in the fence? Oh, please!). This did lose us a considerable amount of gate fees, as I couldn't catch everyone. I also had the idea of having a roster of volunteers at the bouncy castle to collect gold coin donations to offset the cost of hire but, once again, there weren't enough of us to get this happening – and we lost another source of revenue.

All told though, the day went extremely well. The subcommittee had agreed that we would try to make the day family friendly; hence the castle and the 'Monster Cars'. The timeline display was well thought out and not easy to implement; given that the exhibitors tended to turn up in random order. One touch of inspiration was the VIP parking area for those who needed to leave before the designated time of 4pm. It allowed them to have their vehicles displayed whereas, in the past, they would have been consigned to the parking lots or, worse, left in the streets. Full praise too for those who set up the memorabilia displays with the emphasis on the history of the Chrysler (and a small homage to Mitsubishi) factories here in South Australia. It was fascinating to perouse.

Again, well done all of you who made the **ACD** what it was. The feedback I have had from friends and acquaintances who attended the

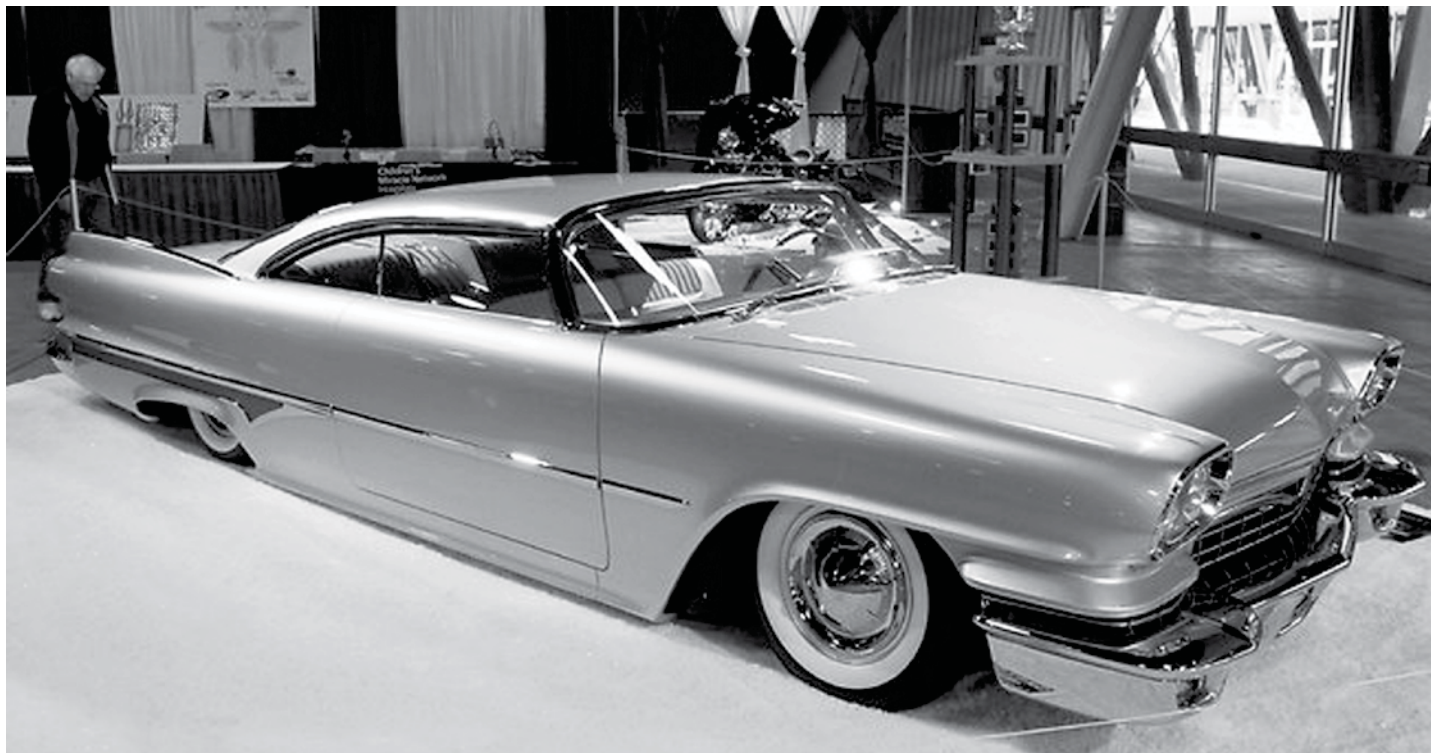


day was all positive. So were the cars; from a certain blue CM Valiant police cruiser to the Chrysler Royal hearse with its own sleeping arrangements, to all of those immaculate street machines, to those unique historic cars and trucks; they all combined to show the other states how Adelaide can put on a show.

And next year we can expect to see Chryslers at the **Clipsal 500**. It just keeps getting better.

One final note. If you fancy a good red, get hold of some of the **Urrbrae Estate Shiraz**. Seriously, I've had far worse for a lot more money.

Cheers,
Hugh



First pics of the 1960 Dodge Phoenix built by **Justin Hills**, representing Australia at the **Grand National Roadster Show** in LA, at the start of his recent American tour earlier this year. The US might be the "home of custom cars" but this Aussie from a little country town has outclassed them.

Justin took the title of *World's Most Beautiful Custom Car* away from the Americans at the renowned **Sacramento Autorama** with this Phoenix. It's the second time Hills has entered the Autorama competition, which showcases more than 450 cars from hot rods to classics. His first mission was two years ago with a 1949 Buick where he won his division class – and during that outing he found this old ride. He paid \$12,000 for the car and then spent more than 12 months pulling it apart and stripping it down to its bare shell before restoring it to its original state at his Taree-based custom restoration business. He added his own custom design modifications to the vehicle, which is now worth \$175,000. He said the Dodge was pitted against custom cars restored by his idols, including **John D'Agostino**. "I've been following the industry since I was a kid and to actually win this title is amazing," said Mr Hills, 43.

ALL CHRYSLER DAY WEEKEND OVERVIEW

I'm sure this edition of Torqueback contains plenty of reports on the success of the 2013 **All Chrysler Day** – the awesome vehicles, great people (sponsors, spectators and volunteers alike), successful trophy winners and trade stands. There's also much more goes on behind the scenes, so here's a quick run-down!

Great theme: 50 years at Tonsley

The 2013 ACD was off to a great start when we selected a theme of *50 years of Chrysler at Tonsley Park* and the *AP5 Valiant*. So many of our cars are Tonsley-built, it seemed obvious that we celebrate the 50 years since Chrysler moved operations to Tonsley and started its huge contribution to our state's history. We planned a 'Tonsley Timeline' to display an example of every model built there.

Overall it was a great success. Early Galants, Colts and Sigmas are hard to find and later model VK-CMs were in short supply, but could be seen elsewhere on the oval. It was already ten years since we held our *Return to Tonsley* cruise with MMAL cooperation, so much has changed since then, with the closure and gradual tear-down of the former manufacturing site. As

our plans developed, it seemed there may not be much left of the former Tonsley site in future and we should pay respects while we still had the chance – which we did on the **MegaCruise**.

Consolidating Urrbrae: the Subcommittee

This was our second year at **Urrbrae Agricultural High School**. It's a good venue, easily accessible, has lots of space around, fences, trees for shade, spectator parking and is big enough for over 300 cars in our preferred 'random' layout. With the School's cooperation, we made several improvements on 2012.

The ACD subcommittee is vital to running the event, and now with a team structure firmly in place, this team does a great job of the whole weekend's tasks, such as entries, cruise planning, venue layout, entrant & spectator parking, gates, judging & trophies, entertainment & catering.

I sincerely thank each of the members for their contribution, the event simply could not be a success without your efforts – **Chris & Di H, Chris T, Dave T, Greg H, Hugh M, Iain C, John K, John L, Peter B, Rob McB, Tony L, Stephen DW**. Even so, we can always use more help!

The Mopar Megacruise: with police and school involvement

Around 150 cars met for the **Mopar MegaCruise** – a little down on 2012 but again the weather was hot – more on that later. By popular demand, the start was earlier at 4pm. General feedback was that earlier is preferred, so people can get home and clean their cars up prior to Sunday, also the public get to see our cars in daylight. If you remember the 2012 cruise, we cruised through the city at the end and it was getting very late.

The **UAHS** community was much more involved, providing the start and finish venue, a wonderful BBQ featuring their own home-made goods and a very talented rock covers band. And wasn't it great to have the **SAPol Historical** officers with the ex-Police Chrysler Royal to lead the cruise, followed by **Tony L's** recently resurrected ex-Police CM – confirmed as 'the last one built'.

John K devised a simple cruise route of a loop, avoiding the mess of southern roadworks (feedback last year was that hills roads are bad, though I still think they're great...). Some bad traffic at Marion shopping centre – all those shoppers were supposed to have gone home by then!





Many cruisers sought a cool break at the **Chrysler Bar**, while dozens parked out front of the **MMAL** admin building for 'one last look' to pay respects. It was pretty difficult to get things moving again from those two unofficial stops – maybe we'll just go to the bar next time!

New Initiatives: Band, Judging, VIP parking

I like to do something new and better each year and so we had live band **Get Back**, great entertainment not tried since Gleneagles about six years ago. They rocked and sweated for a solid four hours – and really earned their fee. Finishing up with a cover of the well-known blues track, 'MoPar Sally' they really struck a chord with the dancing crowd. We hope to do similar next year and work their sets in with our sponsors' recognition. I would also like to thank Club member **Peter** of **Kennedy Transport** for supplying the trailer/stage, just one of many member contributions which made the day possible.

Moving judging back to Sunday was a call made by **Iain C** after Bonython Park last year – the main condition on eligible cars being parked so judges can locate them easily. You have to respect the effort he put in, to collate all the results and work out trophy winners in the timeframe given, not seeing a car all day. I also thank all the 'stayers' who remained for the announcements, for their patience while we checked it all. Iain of course already has ideas to make it quicker next year

(did we hear him say "no judging?"). Given the theme this year, we postponed a Club cars display but it will return!

The Committee (and our event insurance company!) always weigh up the safety risk of combining spectator/pedestrians and moving vehicles on the oval. So swap buyers were not permitted on the oval until set-up was complete. Sure, this ruffled a few feathers, but we must be consistent. Gates open at 9am; only entrants get in earlier, and they get early dibs on swap sites.

We are aware of many great Chrysler products parked on roads outside our shows every year, when we really want to see them *ON* the oval. So I think a great idea this year was the VIP parking area, where nice Chryslers could enter the oval and leave when they needed to. I understand there were plenty of very interesting cars in there, even though it was not advertised. The Committee would like your feedback on this for next year – of course it would continue to be available only for Chrysler vehicles, paying the standard entry fee.

Public feedback and event timing

Earlier I covered some regular entrant feedback on judging and cruise timing. Constructive feedback is always welcome and we try to adopt it, if it fits the business plan. I guess by far the most common suggestion is "it's too hot in February, why not move to March or April like it used to be?"

Fair call, it has hit over 30°C in two of the last three years. The Committee discussed this at length before and after, and raised the very relevant point that most owners seem happier to bring cars out in warm weather than when it's raining. We might lose a few in the heat, but no-one comes out in the rain. On the day after the *ACD* this year, Adelaide had 15mm! We've had cold windy years at *ACD* as well. There are several other points I'll save for another time.

Looking forward to next year...

The show has come a long way since the 1990s with six or so committee members running the whole thing. I am very grateful to the more than 30 club members these days who give a couple of hours (often more) of their day. We can always do with more help – in fact during debrief meetings, members ask "why don't we do this, that or the other?" Great ideas, to which I can only answer, "we could, we just need more members to step up and help". So I look forward to your offers of assistance next year!

We also may collaborate closely with the **Chrysler Restorers SA**, for a bigger team effort, and have already started discussion.

Finally the theme for 2014? Well, it's not fixed yet, but 2014 is the *Dodge Brothers centenary*. I hope to see you there!

– Jason



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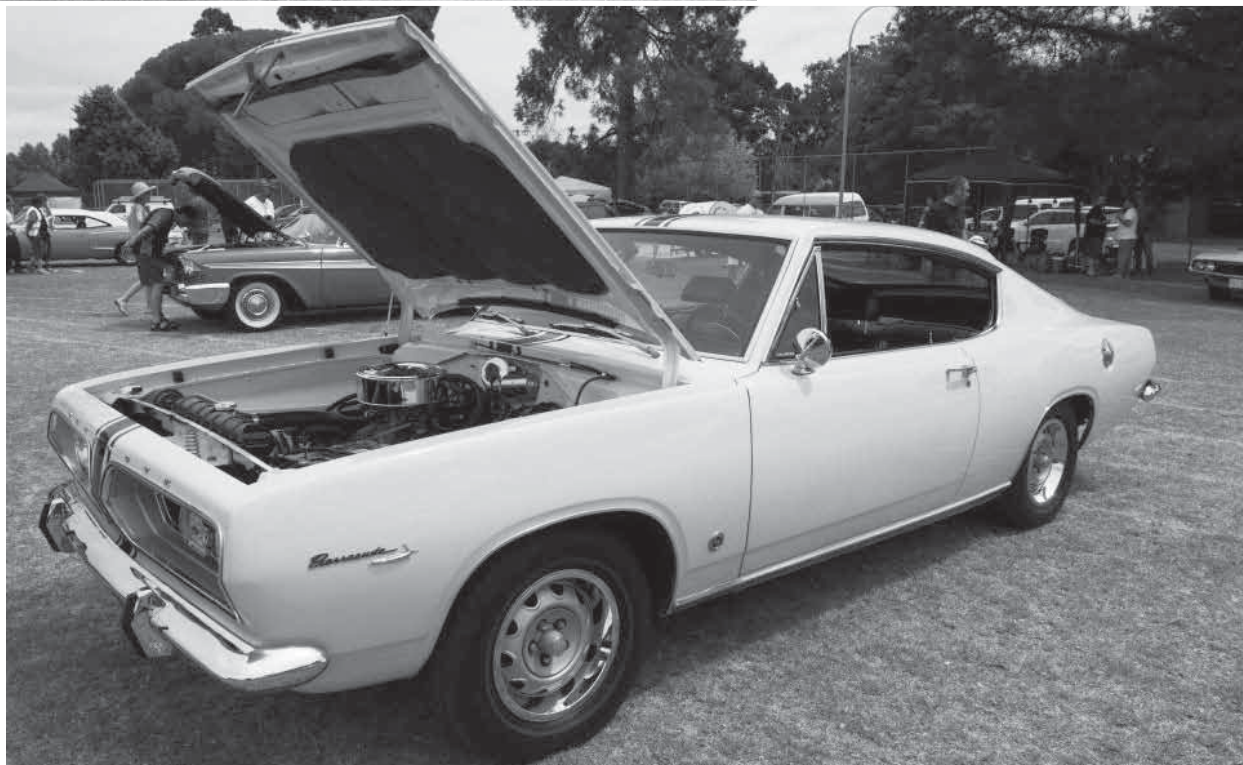
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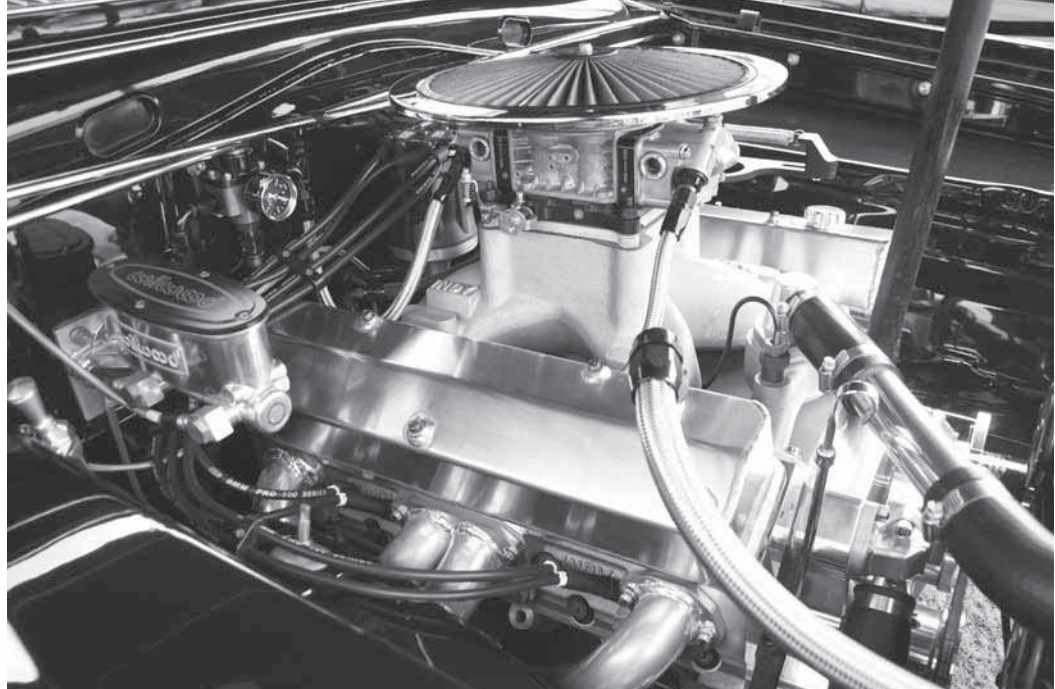


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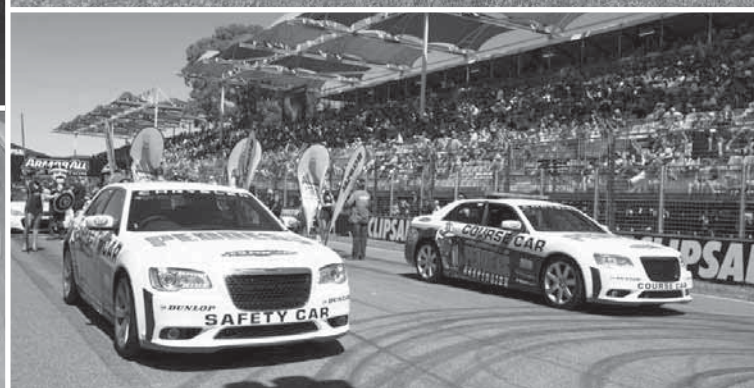
Tonsley Park, 1966



CCCSA members cars at the CAL/MMAL employees reunion in the old Chrysler canteen at Tonsley Park, April 2013



The Chrysler Football Club, based at Tonsley Park during the 1970s.





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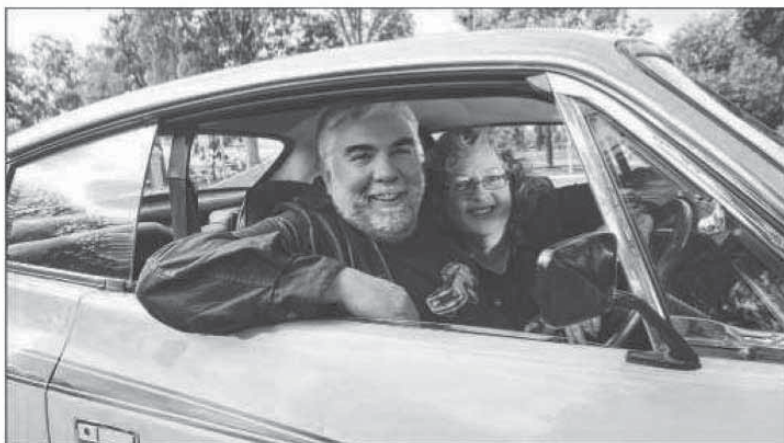
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NOVEMBER 12-18, 2012



CHARGED UP: Tony Lennell and his wife, Karen, in their 1971 E37 Six Pack Charger, which they will be driving to raise money for the Leukaemia Foundation. Picture: Mark Brake A1073685

Muscling-in for cause

TESSA AKERMAN
The Advertiser

TONY Lennell, 52, was at his local chicken shop when he heard about a new charity fundraiser that would have his motor revving.

A group of muscle cars will drive around South Australia next month raising money for the Leukaemia Foundation's new accommodation and support centre for patients and their families.

"I jumped on board ... it's a good cause. I understand



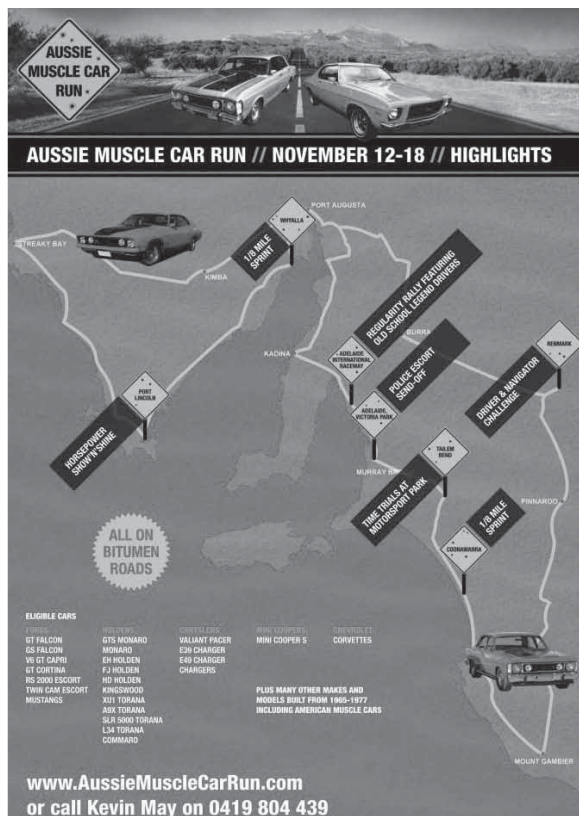
what people go through and they need something," Mr Lennell says. "It's a very trying time when you're going through chemo."

The cars, built from the

early 1960s to the late 1970s, will drive from Adelaide to Mt Gambier, Renmark, Kimba, Port Lincoln and Wallaroo. Mr Lennell says it is bound to turn heads.

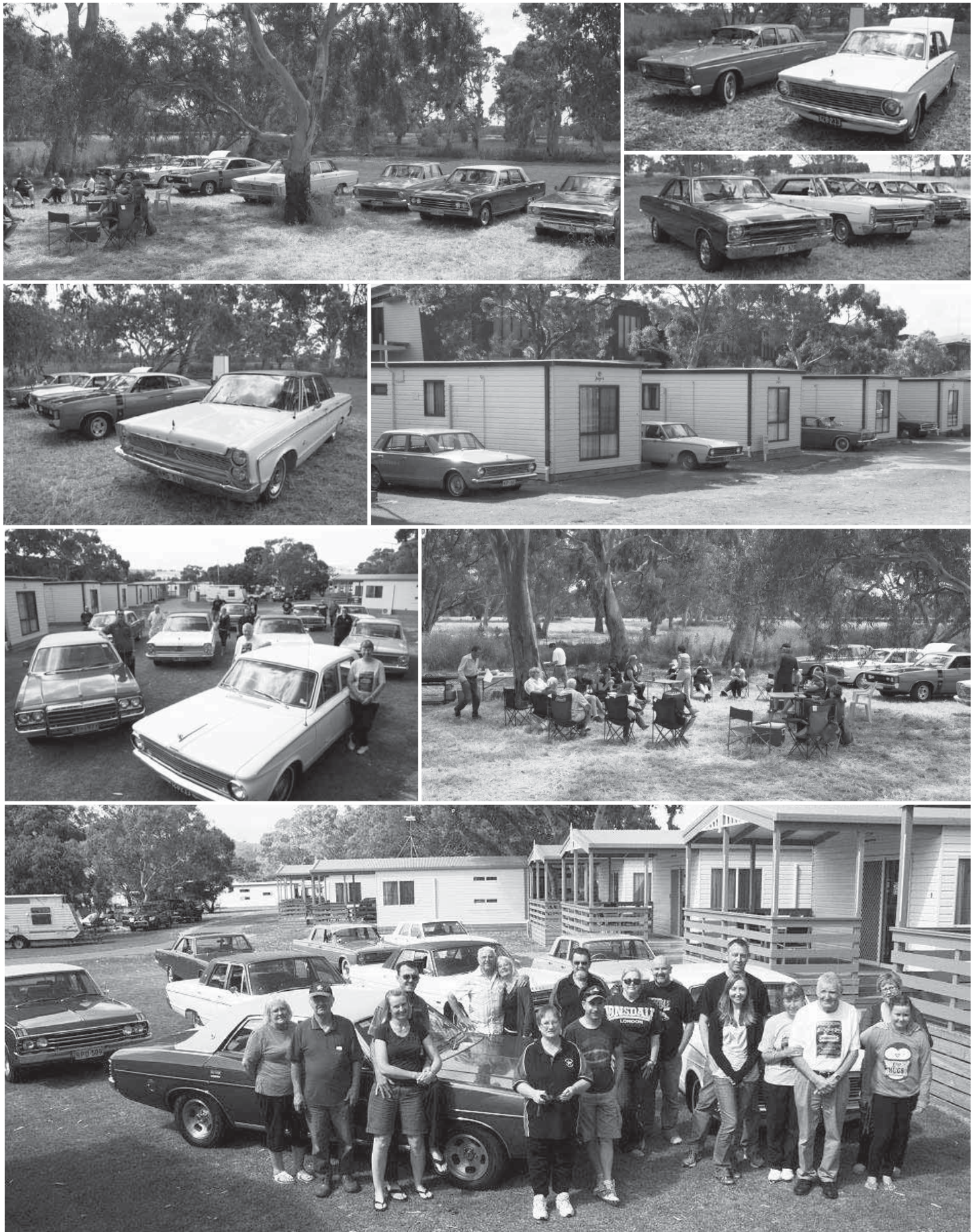
Mr Lennell said he was looking forward to seeing all the cars, meeting new people and raising awareness about what they were fundraising for.

"I've been through chemo and know what it's like and you need your family," he says. "I'm just looking forward to getting out there."



DECEMBER 2, 2012

A leisurely cruise down south with a BBQ lunch at **Peter Silver's** property followed by an overnight stay at **Normanville Caravan Park**...



jaf's last cruise

A SOUTH AUSSIE INSTITUTION

ALL MAKES, ALL MODELS, ALL ERAS

CCCSA and SMASSA icon **Andrew "Jaf" Staples** is a well-known identity in the Adelaide street machine and car club scene. Ten years ago he was standing around with some other folks and their rides in the Hungry Jacks car park on ANZAC highway, saying:

"Someone should do a cruise between xmas and new years 'cause there's heaps of people out, but nothing on..."

Evidently Jaf was challenged,
"Well, why don't you do it then?"

So, he did! (Jaf doesn't mind a challenge).

A cruise that started from a simple SMS invite with 80 cruise sheets printed, turned out to be 300 cars turning up, and since then Jaf's *Last*

Cruise for the Year has grown into the 1400+ chaos and brilliance of "ALL MAKES, ALL MODELS, ALL ERAS" cruising together to create this annual spectacle.

Many times the size of our own **MegaCruise**, this annual event may actually be bigger than the *Bay to Birdwood*, but nowhere near as organised. But for one thing, Jaf is glad to see his original Hungry Jacks gang are still mates, still cruisin' and still shooting the breeze, when most have long gone. Including **PC, Rob, Craig, the Barbaro Boys, Flego** and **Mick**.

A few people have asked Jaf if this is the biggest cruise night in Australia. He has no idea, and asked if anyone knew of a cruise night like this

elsewhere. Apparently Sydney do a big cruise, so big that they have their own food stalls. And in Queensland there are the *Downshift* meets while the *C4C* in Melbourne regularly attracts 3500+ cars.

But as **Grant Zippel** (founder of the renown *Zippel Cruise*) recently stated on Facebook: *"The bigger cities may well (not sure) have a larger cruise BUT per capita I would be very surprised if yours wasn't the largest, Jaf. Well done!"*

Certainly none have the longevity, character or prestige of Jaf's *Last Cruise for the Year*. Get along to the next one, you'll see plenty of Mopars.

And what a local tradition it has become...



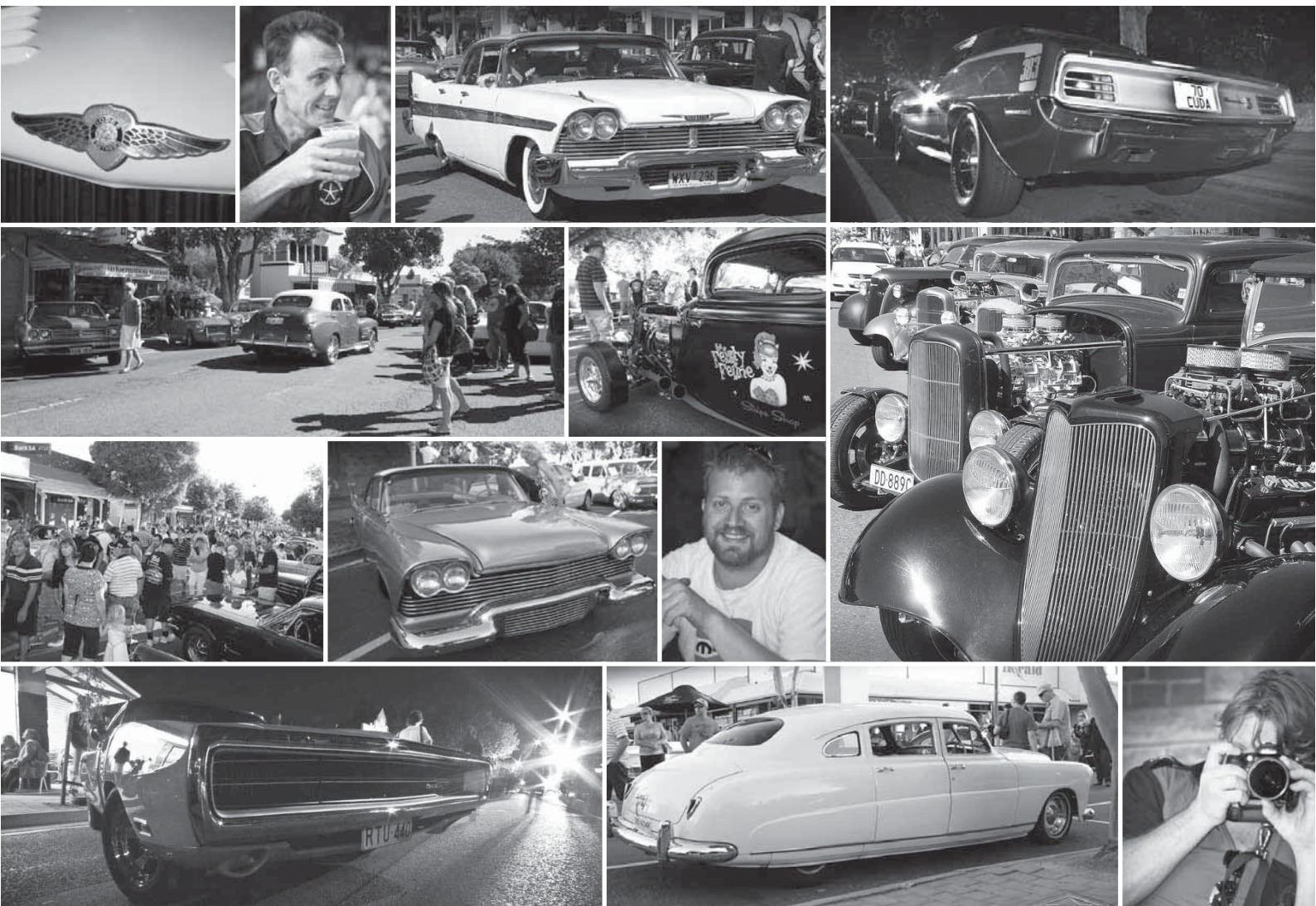


roar throughout the valley

BENDIGO IN THE BAROSSA

JANUARY 19, 2012

Earlier this year, a contingent of **CCCSA** members cruised up to the Barossa via a scenic route through Kersbrook to catch some 200+ hotrods, customs and US rides lining the main street of the beautiful hamlet of Tanunda, at the annual **Cruise On Street Party** held by the **Valley Rodders** club.



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VE Valiant Regal (as seen at ACD)
Suxannah 0421 899 704

AU Series III Fairmont (2002)
White, 230,000Km, excellent throughout
\$3,500 ONO.
Steve 0418 176 473

1980 Sigma SE.
Leather trim, 153000Km,
\$3600
0412 108 990

CARS WANTED

VH Hardtop
Peter Silver 0427 171 215

PARTS FOR SALE

VJ tail light \$50;
VH tail light set & surround \$60 (1 lens cracked); VH-
CM dash gauge surround \$100
& plenty more parts.
Nick Majcen 0423 167 338

Some R&S Series bits to get rid of.
Denis 8382 4540 or Jay 81867192

Wrecking AP-CM valiants.
John 0419 146 294
or email karndakorunye@bigpond.com

PARTS WANTED

Lefthand and righthand gutter mouldings (wide)
to suit AP6 V8
Steve Tabaka 0412 802 948
Front door panels and bench seat
for VF Valiant,
any colour for everyday use
Matthew 0411 282 277

Starter motor for slant 6 or hemi 6
Jason 0413 426 360

V8 Wiring Loom suite CL V8
& also for VG V8.
Richard Peake 0418 831 283

Left/Right Top/Bottom trim chrome surrounds
(corners only) for VK Charger
Rob 0402 264 043

Tyres - 14" 235 or 245 or 265 profile
with raised white lettering.
Willing to pay good money.
Dennis 8382 4540


Oil cooler in bottom tank of radiator for a Galant.
Also after widened stockies, rear window venetian
binds, tail lights, and mirrors for GB or GC Galant.
Vicki 0428 622 035 or 8449 6838

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Event	Date/Time	Location
CCCSA Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday May 14th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
ACD Sponsors & Volunteers Dinner <i>All Chrysler Day Sponsors & Volunteers 'Thank You' Dinner</i>	Saturday May 18th 6:00 pm	by Invitation
Classic Cavalcade of Cars <i>Club members join the RAA Cavalcade with over 600 other classic and vintage cars, cruise around the Copper Triangle to a huge oval display. Meeting at the Wallaroo Grain Terminal before 8:30am. Entry fee applies.</i>	Sunday May 26th 8:30 am	Copper Coast - Wallaroo, Moonta, Kadina
Mid-State MoPars <i>Run by CVCC, see www.midstatemopars.com</i>	Saturday June 8th 9:00 am	Bendigo town centre
Membership Renewal & Historic Log Book Day <i>Come along and renew your club membership, hang out with some excellent MoPars & enjoy a BBQ from 11am. Members on Historic Rego are to provide their Stat Decs and have Log Books signed off for the year.</i>	Sunday July 7th 9:30 am	Model-T Clubrooms, centre of Port Rd, Croydon
CCCSA Annual General Meeting <i>The AGM and Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday August 13th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
Classic Targa Adelaide <i>Targa Prologue event with full competition sprints and massive multi-club display, including our MoPars. Over 15,000 people attended in 2012!</i>	Wednesday August 21st 4:30 pm	Adelaide Showgrounds



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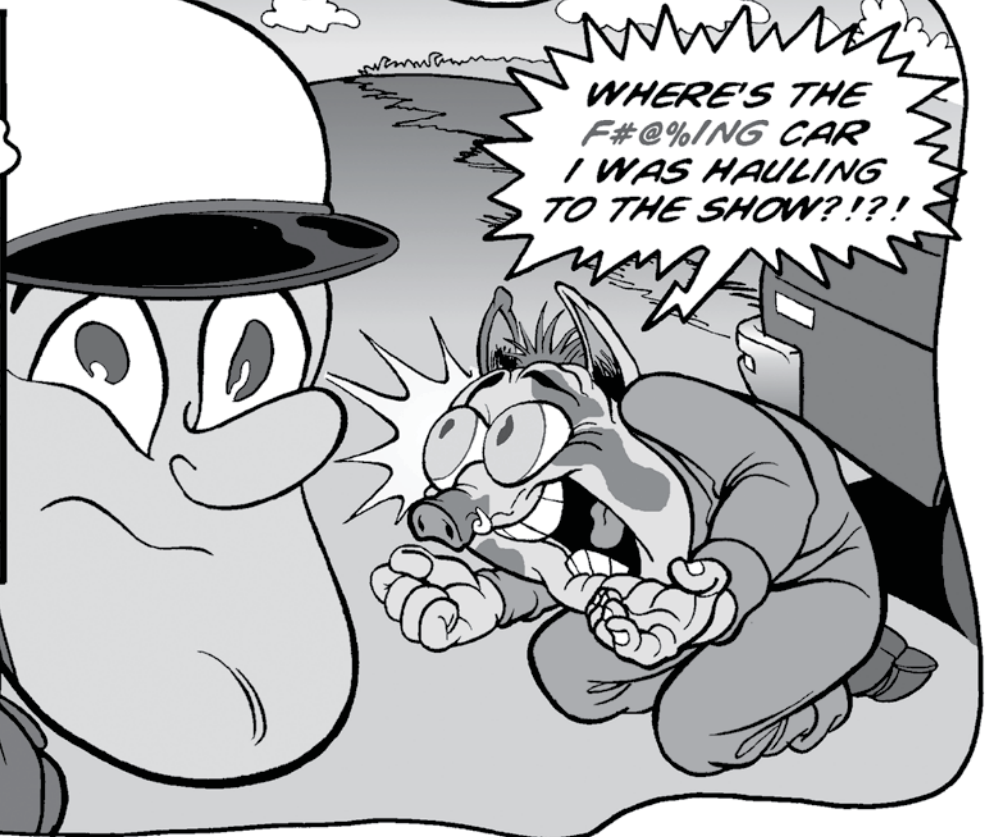
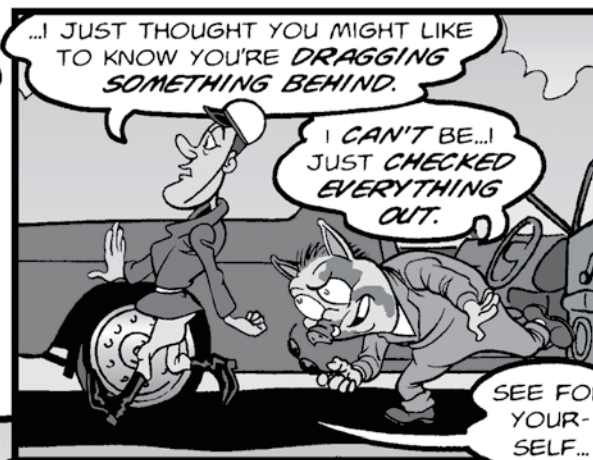
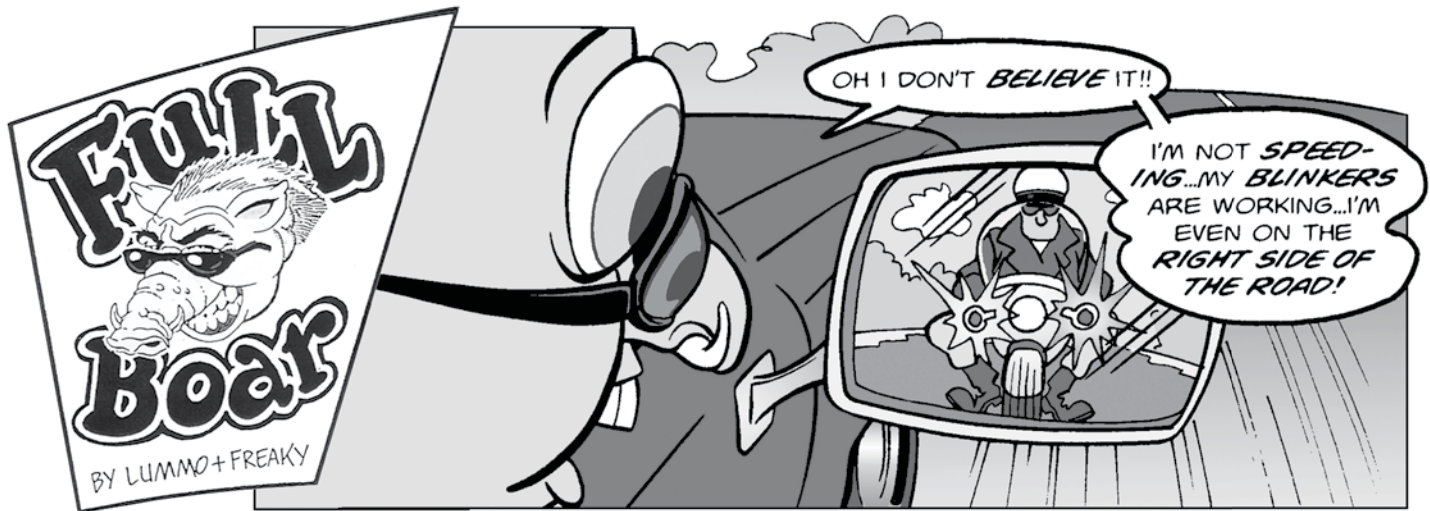
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