



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



PROTOTYPES & DREAM CARS



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

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(Cover): The ME Four-Twelve was a concept car produced by Chrysler in 2004. There were two ME Four-Twelve vehicles produced. The first, strictly an auto show property with very limited operational capabilities, was designed in great secrecy during 2003. It was to use performance expertise from Daimler, and was built by a very small team led by project manager, **Lou Rhodes**. The auto show vehicle, unveiled at the 2004 North American International Auto Show (NAIAS) in Detroit, took less than one year for design and development. The name is rooted in the mid-engine with four turbochargers on a twelve-cylinder engine.

G'day. Welcome to Issue 21 of *Torqueback, Prototypes & Dream Cars*. In this issue we'll take a brief look at some of Mopar's experimental and concept cars – in some cases cars that never even were.

Ever since I was a kid I've always loved drawing cars, and I thank my father for that because he was a mechanical designer who showed me how to draw cars, trucks and aeroplanes for fun. This no doubt eventually added to my discovery of cartoons, and later comicbooks, where I learnt to draw people – which I reckon is how I'm an illustrator today. Indeed, perhaps I've come a complete full circle – as later in my freelancing days I did many technical illos for car magazines and by day I am now a medical illustrator, dealing in particular with anatomy and machines.

Anyway, for a time I wanted to become an industrial designer – and create automotive design concepts – but I never quite got there because I chose other more 'artistic' directions. I continued to love auto design though, especially the ample lines of musclecars, which is how I became so fascinated with **Valiants** – thus **Chrysler** in general. I still collect books about auto design and look at auto salons too, so I figured this topic would be a great theme for *Torqueback*.

Of course it's such a vast subject I can only briefly skim through the years of creations in the pages I have here, but I'm hoping you'll find this as fascinating as I do. If something in here interests you, google it and you can look further yourself. Tell me about it.

So, we're talking about evolutions here. And we're talking about full circle.

The invention and development of the motorcar likewise seems to have come full circle. By now you all know how the car evolved quite literally out of an unorganised cottage industry. Where independent master craftsmen would specialise as makers and fitters of specific or custom components, all subcontracting to create a 'generic' finished product. Although it was more like 'designer label' parts coming all together under one badge (not unlike the PC-building scene in today's information technology).

For instance, the first Ford actually rolled on an exclusive chassis built by the **Dodge brothers**.

This was even the case in Adelaide originally, too – the first **Dodge** here had a body knocked up by a former saddler named **Holden**. Soon after, Dodges were then being put together both at Holdens' and **TJ Richards** (which had been assembling **Dixi**, **Studebaker** and **Maxwell** cars before). An intense rivalry developed into an "arms race" in our city throughout the 1920s.

Ultimately, TJR managed to build the first all-steel body Dodge before their competitors did down the road, which forged their link with the eventual Chrysler – and the rest, as they say, is history.

So, in essence, the coachbuilders and saddlers who put together these jalopies were kind of the first dream car builders, and these early decades of the car were in fact a time of what we would almost call 'customising' today. For an industry still quite small, there was actually lots of choice, and personality – due to the somewhat 'hands-on' nature of its creation, to each car.

Indeed, the Dodge marque first gained a reputation for reliability and durability which has stuck ever since – simply because the first models were practically made in their entirety by the Dodge brothers themselves, who had become celebrities for being such hardcore old-school craftsmen.

There was a certain uniqueness and individuality to each car and you might even suggest, although their makers didn't realise it at the time, these cars were essentially the first prototypes of later innovations and applications. The ancestor of the mass-produced product – today we car clubbers and enthusiasts ironically now strive to give back that personality and uniqueness to.

Over time, gradually the bigger more successful operations such as TJR, expanded and evolved – from mergers and takeovers of smaller competitors, providers and suppliers – to monopolise this new product market. And before too long **Henry Ford** came along with the assembly line, formed the first 'super' company and revolutionised the car forever. By the 1930s, industrialisation had totally kicked in and the personal attention of a craftsman became inefficient. It was now too expensive to work that way.



Who would've guessed it would become a luxury?

It wasn't really until the 1940s when the car began to emerge as a commodity and mod-con. Many of the older makes of car disappeared as competition for the market intensified. And each of the super carmakers had to do some research and development to keep ahead of their competitors. The need for a true experimental or prototype became apparent. Staying up in an ever changing scene meant thinking outside of your existing template.

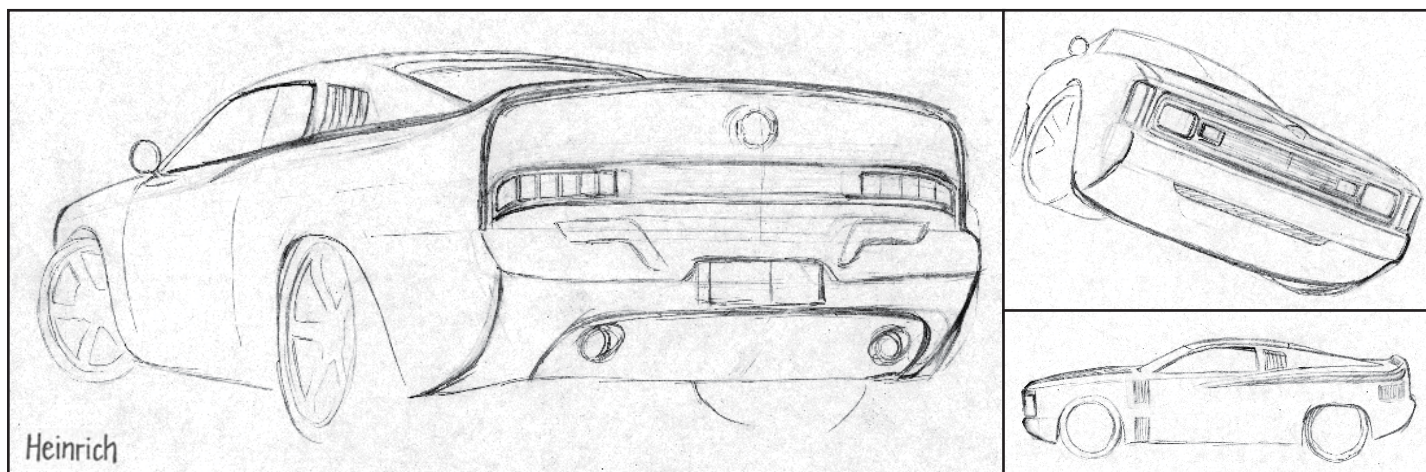
Meanwhile in Europe, many of the traditional coachbuilders somehow survived the rumblings of the Big Three as they spread out and conquered the world. Marques like **Rolls Royce** and **Ferrari** held sentiments like the Dodge bothers, and hung tough with their cottage industry values. In time, design houses like **Pininfarina**, **Lamborghini**, **McLaren** and **Ghia** evolved into prestigious brands, of an exclusive nature. Today these kinds of 'studios' are all over the planet again – many are in Japan, and influence even what the biggest yanks are doing.

And of course we all marvel at the clever magic of people such as **George Barris** or **Chip Foose** who have famously reconnected custom with craft.

Full circle.

Hope you enjoy this issue.

Cheers,
Dave H





Greetings folks and welcome to the first "Car Line" report (see what we did there!).

I thank you for putting your trust in me and electing me as President of this fine club. While I've mostly worked in the background over the past 14 years, it's high time that I stepped up and did a bit more for the club as a member of the committee.

So who am I?

Well **Chrysler** has been part of my life since I was born. My Dad was maintenance foreman of the foundry at Lonsdale pretty much from when the plant was built. As a teenager my mates were all into Chryslers because they weren't the main-stream. Sorry to say but my first car was a Mk 1 **Escort**, followed by a GJ **Sigma**. But in 1987 I finally got my first **Valiant**, the VF that I still own today.

The other thing my Dad passed on to me is the 'volunteer-aholic' gene. He ran the CAL Sports Club at Lonsdale for many years, as well as putting in plenty of other community roles. As a result I can't sit back and watch others do all the work, it's just natural to get in and help. I hope that same ethic rubs off on my own kids.

Anyway, enough about me; I really must thank **Andrew 'Raddy' Radloff** as outgoing President. There's been quite a bit of growth in the club during his tenure, particularly with the relocation of **All Chrysler Day** which has seen the event gaining even more popularity each year. Well done Raddy ... enjoy a bit more time to devote to yourself, but don't be a stranger.

Speaking of ACD, I'll also thank **Jason Rowley** for his time on the Committee as Events Co-ordinator and previously as President. Jason's contribution in recent years in running the ACD has been phenomenal and its growing success is in no small part due to his leadership of the sub-committee. He'll be turning his focus to that role completely now with **Damian Tripodi** taking up the Events role.

On the subject of Damian, welcome aboard the committee and congratulations on receiving Life Membership at the **AGM**. Damian has also been a stalwart of the club, joining about the same time I did back in 2000 and having been a past newsletter editor. Damian is enthusiastically organising a great list of events for us in the coming months.

Big ups also to **Dave Heinrich** who too was bestowed Life Membership after 10 years of service. Without Dave we wouldn't have such fantastic

posters, website and most importantly, the flashiest club magazine in the country! An accolade very well deserved.

On a last note of thanks, our committee are a great group of folks who have been around a long time and are great supporters of the club and of the Chrysler marque. It's a cliché I know, but I'm looking forward to working with you all to keep the club strong.

So, where are we taking this thing?

I think our biggest challenge is to get the kiddies involved. I'm guessing our average age of membership is somewhere in the mid 40's – and that's fine, but as we get older and start popping our clogs, who are we going to hand the vehicles we love onto? I'm not suggesting we all start selling off our cars, but we need to spark the interest of gen-Y and gen-Facebook so that they're not all driving 21st century **Mustangs**, **Camaros**, **86's** (Google it) and the like.

So we're going to look at addressing that by having more family friendly events that people can bring their grandkids to, and to getting out into the community to do more displays at, say, school fairs etc. to hopefully awaken the youth to the beauty that is the Chrysler brand.

I'll say more in later magazines, but let me finish this column with this thought. I believe our biggest asset is our friendly, welcoming and enthusiastic bunch of members. If we keep that going we'll be a strong club for years to come. Keep it **Mopar**!

– Iain



Our official moviemakers **Nick** and **Monica Majcen** are multitalented artists as well as diehard Mopar folk. You may not know that they also have a very successful hard rock band called **The Babes** (highly recommended) who recently finished up their **Show us Ya Tatts Tour** interstate in their trusty '78 **Valiant**!

Some 13,162 kms later, through 147 hours of driving, they travelled to five states for gigs at tattoo shows – disintegrating their band car's exhaust twice. Well, alright – rock n' roll! Go, you good things...

Hi all! Time again for my Dialog.

We are already into the later part of the year and gearing up for the **All Chrysler Day 2015**. There has been a few committee changes with **Andy Radloff** and **Jason Rowley** both stepping down, so we wish them well and thank them for all their input over the past years. Welcome to **Iain Carlin** as President and **Damian Tripodi** as the Events Coordinator.

There have been a couple of social activities with the weather warming up.

Saturday 20th September we met at the clubrooms around 4pm to head south to meet the others at the McLaren Vale turn off for Victor Harbor. What a sight! Ten-plus Mopars heading to Victor for the **Rock and Roll Festival**.

After parking our cars we walked around looking for a place to eat, but everywhere was heavily booked because of the festival and the footy final being televised, so we headed up to the **Middleton Tavern**, and a good meal which was enjoyed by all.

On Sunday 21st September – at very short notice – the club organised six vehicles to be at the **McLaren Vale Information Centre** for their **Open Market**. We set up a club display which attracted a lot of interest

from the many tourists in the area. A couple who were from Canada told us that they still had fond memories of their beloved **Dodge Dart** and then referred to our vehicles as “good ol’ American iron”. Of course they were duly reminded that these vehicles were in fact “good Ol’ Australian made American iron”. This comment was not lost on them as they seemed to have some knowledge of the Australian built **Chryslers**.

We spoke to many other tourists and locals with many of them saying that “my dad use to own/drive one of these cars” so it was great exposure for the club!

Now, at the end of October we are heading to the **Old Clarendon Inn** at Clarendon to check out the **Hemi Pacer Band**, who contacted the club to see if we could provide some **Pacers** for a display. We look forward to a good night.

In November we are also gathering at **Belair National Park** for our family **Christmas Picnic**, with an appearance from **Father Christmas** himself, and in December there is a xmas cruise and dinner to the Barossa Valley with a meal at the **Vine Inn** at Nuriootpa. Some members are staying overnight at caravan parks, motels or the hotels, and of course the December **Monthly General Meeting** will be our usual barbeque send-off for the year.



Next on the agenda is the All Chrysler Day 2015 at **Urrbrae High School**, over the weekend of March 28th to 29th featuring some “Fantastic 4’s and Amazing 8’s” – along with anything else Chrysler old and new.

For all other club events stay tuned to the events calendar for the remainder of the year. That’s all from us, have a great xmas and new year – safe and happy motoring in your Mopar.

Happy Moparring.
– Di

Yes, indeed! In the latest edition of **Australian Muscle Car** magazine, the CCCSA’s very own **Jim** and his **GLX** featured in the cover story.



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA

SHOW AND TELL FOR IMAGINEERS...

A *concept* vehicle, *show car* or '*dream car*' is a car made to showcase new styling and/or new technology. They are often revealed at motor shows and other exhibitions to gauge customer reaction to new and radical designs which may or may not be mass-produced.

General Motors designer **Harley Earl** is generally credited with inventing the concept car, and did much to popularise it through its travelling *Motorama* shows of the 1950s.

Concept cars never go into production directly. In modern times all would have to undergo many changes before the design is finalised for the sake of practicality, safety, regulatory compliance, and cost. Concept cars have always been a big part of the auto industry as they foreshadow an upcoming model or highlight various ideas that might make it into production. A dream car is custom-made and created specifically for public display, rather than sale. Such show cars can either be presented by an automaker or an individual 'stylist', featuring over-the-top elements just because they can. And they have been wowing the public for more than seventy years.

A "production-intent" vehicle, as opposed to a concept vehicle, is intended (hopefully) for production. These 'rough copies' or 'drafts' are also known as *prototype* cars. Prototypes often were once trialled in early forms of motorsport, which is part of how stock car racing and saloon car racing began. However with the rise of NASCAR and V8 Supercars, today's race cars have thrown of those shackles and are pretty much now only purpose-built for competition. The **Commodores** and **Falcons** at *Clipsal* are really only distant mutant cousins of the models we see on the road everyday.

One of the early pioneers of the concept car trend was the **Chrysler Corporation**. **Chrysler** was steeped in design history from the very beginning. From the lavish,

art deco **Chrysler Building** in New York City that was first commissioned by **Walter P. Chrysler** himself and opened in 1930, to the ultra-streamlined Chrysler and **Desoto Airflow** cars of 1934 to 1937, Chrysler was always looking for new ways to push the design envelope.

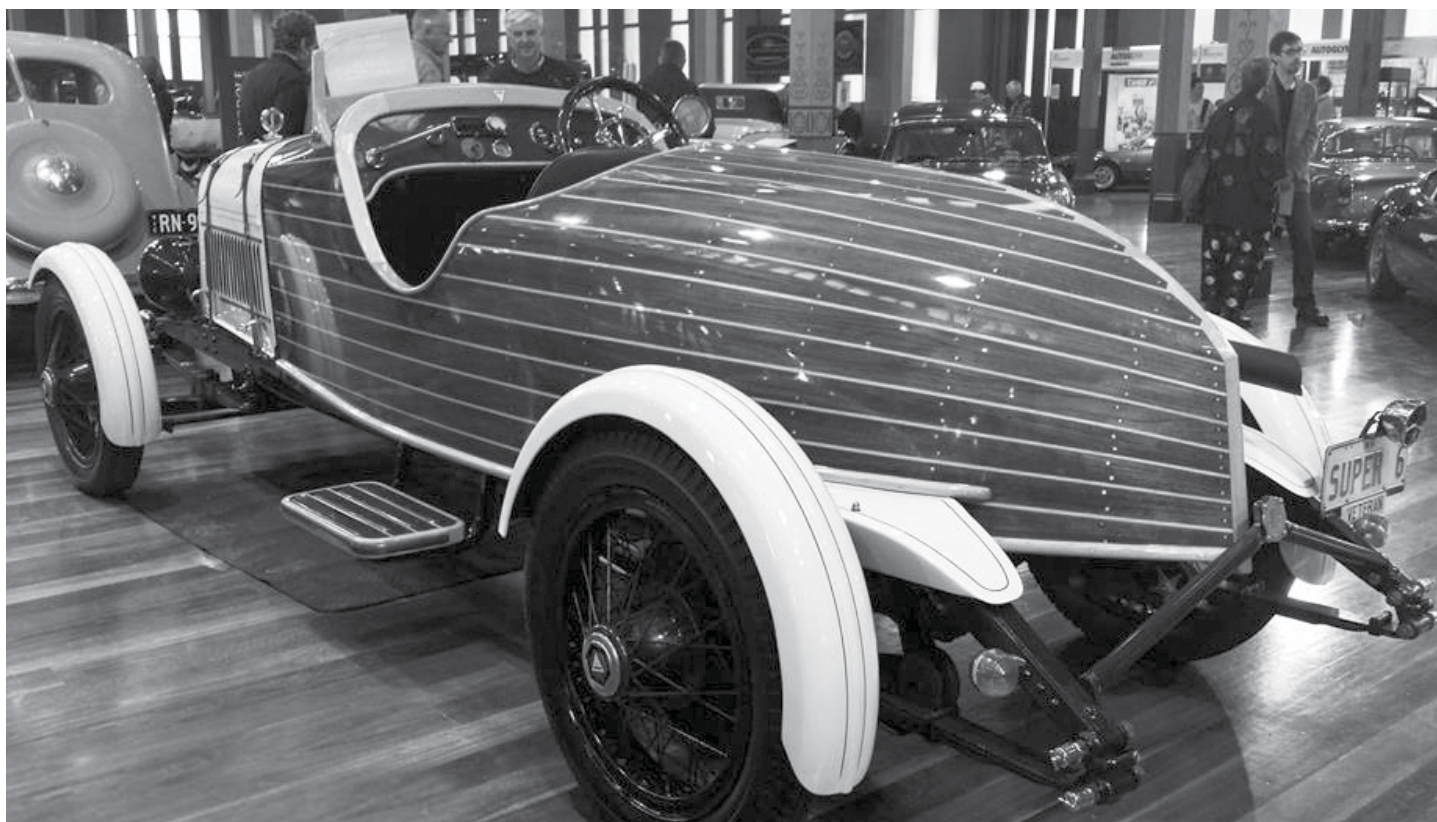
The 1938 **Buick Y-Job**, designed by **Harley Earl** at rival **General Motors**, sparked the concept car craze.

Chrysler quickly answered the call with the 1940 **Thunderbolt** Concept. The Thunderbolt was designed by **Alex Tremulis**, the same guy that came up with the space-aged **Tucker** of 1948 a few years later, and **LeBaron** designer **Ralph Roberts**. Like the Airflows, the Thunderbolt was extremely streamlined, with no running boards, and skirts covering the wheels. Unlike the large Airflows, the Thunderbolt was a sporty, two-seat roadster. It featured a retractable hardtop, something that hasn't really been available on a production two-seat sports car until very recently. Six Thunderbolts were actually produced on a Chrysler **New Yorker** chassis, and four of them are still around today.

Then, right as the Thunderbolts were getting some attention—bang!—along comes the **Chrysler Newport** concept. And they built six of those, too, giving Chrysler twelve shiny, new concept cars to travel around and dazzle people. That's a lot, considering that GM, the dream car pioneer, only had the one Y-Job.

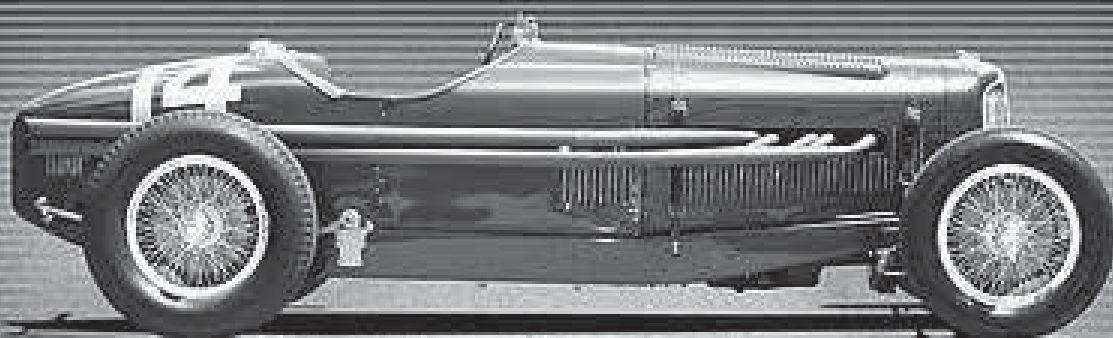
Tremulis and Roberts designed the Newport as well. Built on an **Imperial** chassis, the Newport featured a classic dual-cowl design with flowing side panels. One of them even paced the **1941 Indianapolis 500**.

The Thunderbolts and Newports marked a pretty exciting time in Chrysler concept car history, but the snowball was really growing in 1949 when Chrysler president **K.T. Keller** hired a bloke called **Virgil Exner**.



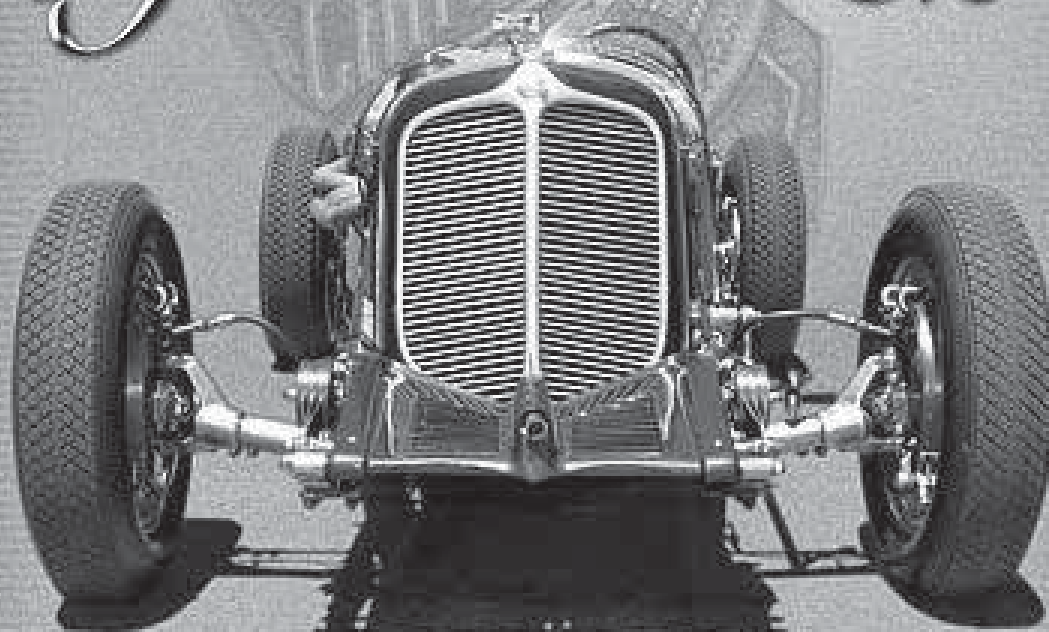
This **Hudson Super Six** from the mid 1920s – snapped at a recent *Motorclassica* by **Damian Tripodi** – like most vintage 'sports' models before the age of the dream car, is essentially both an early form of concept car and prototype. Amongst several other enhancements, an incredible and unique teardrop shaped wooden body handbuilt by a coachbuilder has been fitted onto an existing template chassis – to create a car purpose-built for racing. And no doubt, the things tried on this car would be prototypical for later Super Sixes going into production.

Overleaf: the 1932 **Chrysler Golden Seal Special** was one of Chrysler's first sports models, a quite exotic custom package built for racing. The innovations explored in an early beast like this would later transpose over onto a more domesticated descendant coming off the assembly line.

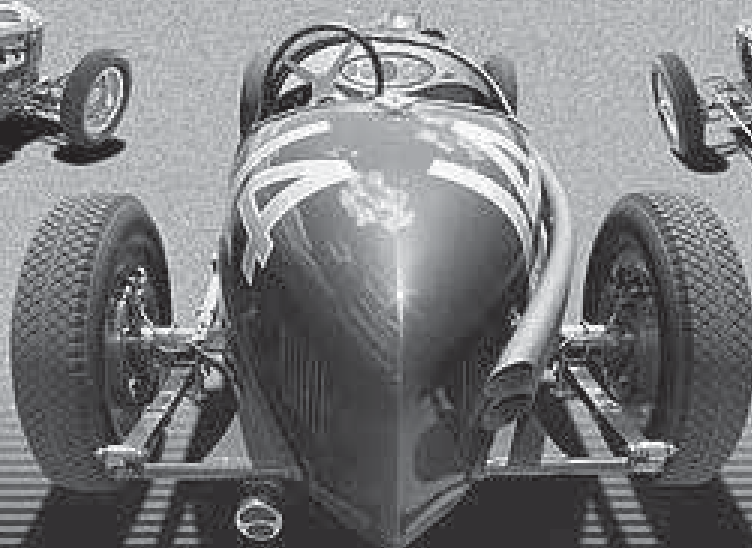
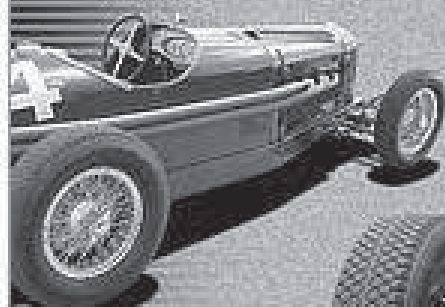


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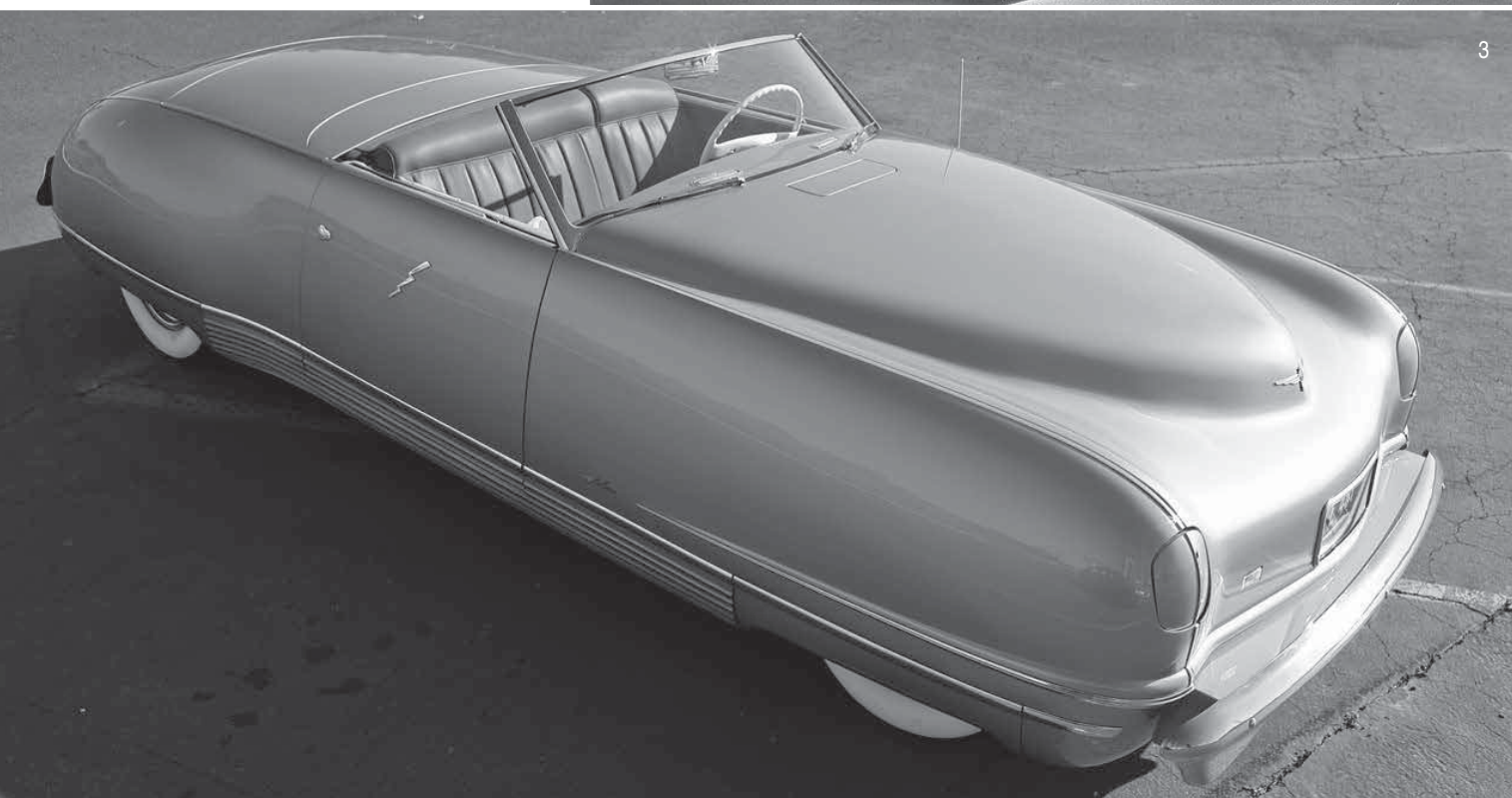
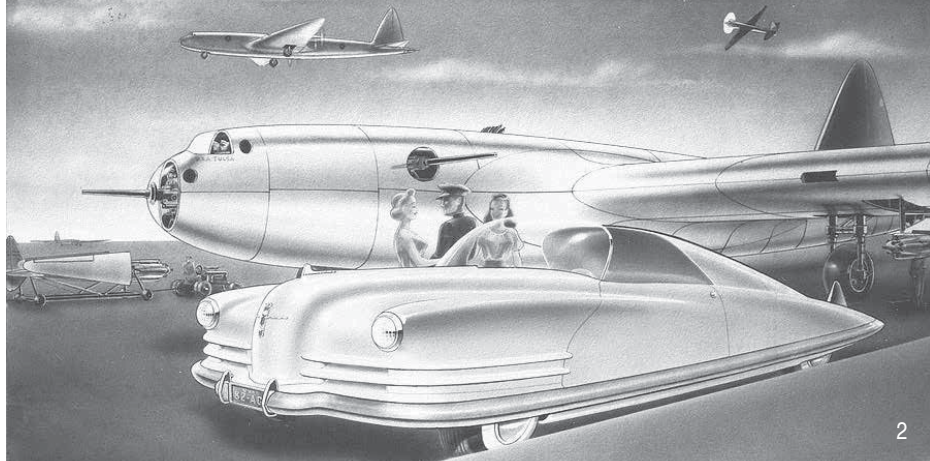
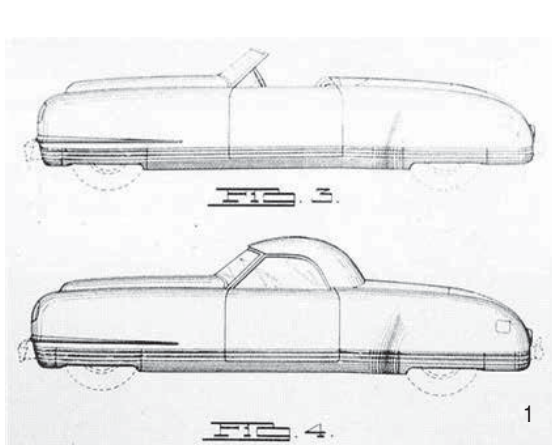
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Golden Seal Special



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1: The 1940 **Chrysler Thunderbolt** concept was created by **Alex Tremulis** and LeBaron coachbuilder **Ralph Roberts** (Chrysler would later patch over the LeBaron marque of course). This is Roberts' first original blueprint.

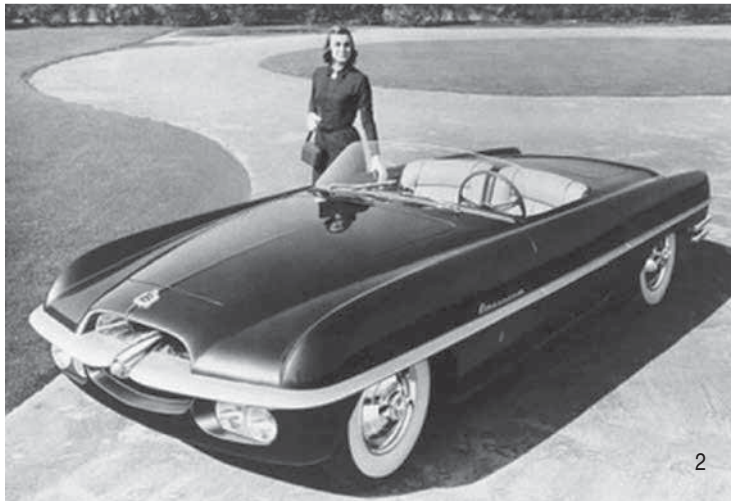
2: This radical two-seater was obviously influenced by art-deco and the atomic age (as seen in this **Gil Spear** rendering of a Chrysler concept at the time). Shapes, lines and metal trim echo the airplanes and rockets around the time of WW2.

3: Based on a **New Yorker**, the Thunderbolt featured a retractable roof among its many features. Six were produced for show purposes and four of those continue to exist today.

4: Soon afterwards Tremulis and Roberts also came up with sister car to the Thunderbolt, the 1941 **Newport** concept on a LeBaron **Imperial** platform. Six of these were also produced, and one was used to pace the 1941 Indianapolis 500.

5.: The 1952 Chrysler **K-310** concept. This was the first Chrysler concept designed by **Virgil Exner** and built by **Ghia**. The "K" was for Chrysler's president, **K.T. Keller**. And the 310 was the horsepower of the 331-c.i. Hemi under the bonnet.





- 1: The 1953 **Chrysler D'Elegance** concept. This coupe had many of the same styling cues as some of the other **Ghia** concepts, but the design of the top actually lived on in later years when Ghia applied it to the **Volkswagen Karmann Ghia**.
- 2: The 1953 **Dodge Firearrow** concept. This was the first of a series of Firearrow concepts built on a Dodge chassis. This first car was more like a full-sized mockup than a real car, but subsequent Firearrows had the ability to run and drive.
- 3: The 1953 **Chrysler Special** concept. Six Ghia concept cars were built in 1953, including this **Pininfarina**-bodied Chrysler Special.
- 4: The 1954 **Desoto Adventurer** concept. These are usually considered Chrysler's response to the **Chevrolet Corvette**. It nearly made it into production, but company infighting resulted in an end to the project.
- 5: The 1954 **Firearrow II** concept. This was similar to the original Exner-designed Firearrow, except this one could be driven. The frameless windshield was quite a sensation. This particular car was sold at auction for \$1.1 million last year.

LeBaron was one of the many prominent coachbuilders in the 1920s and 1930s, supplying exquisite custom bodies for various car companies such as Chrysler's luxury Imperial line, **Duesenberg**, and **Cadillac**. The **Chrysler LeBaron** (or **Imperial LeBaron**) was originally a classic luxury car of 1930s, with a body manufactured by LeBaron and a chassis manufactured by Chrysler, competing with other luxury cars of the era such as **Lincoln** and **Packard**. LeBaron was purchased by Chrysler in 1953 along with its parent **Briggs Manufacturing**.

LeBaron's last project for Chrysler would be the **Chrysler Newport Phaeton**, a super-streamlined dual cowl phaeton with an aluminium body.

Chrysler then purchased Briggs Manufacturing in 1953. Two years after the Chrysler Corporation introduced the Imperial as a separate luxury division, LeBaron was designated the top of the line Imperial models in 1957 through 1975.

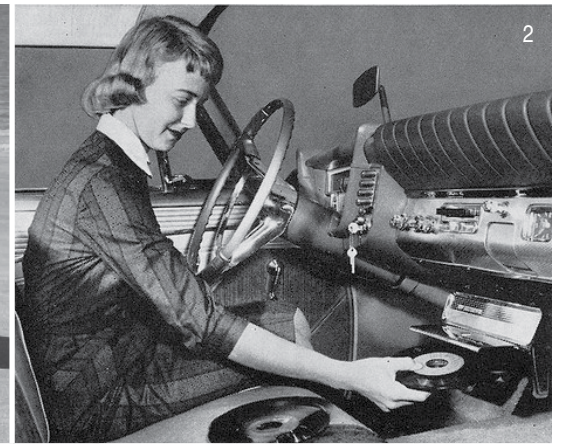
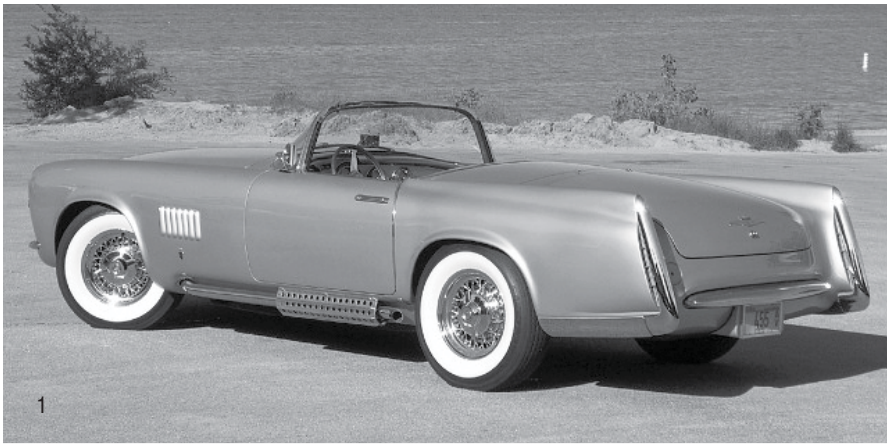
Virgil Exner had on-the-job training by the most influential stylists of his day. He had worked for Harley Earl at General Motors in the 1930s, and moved on to work under the great designer **Raymond Loewy** at **Studebaker** by the late 1930s and

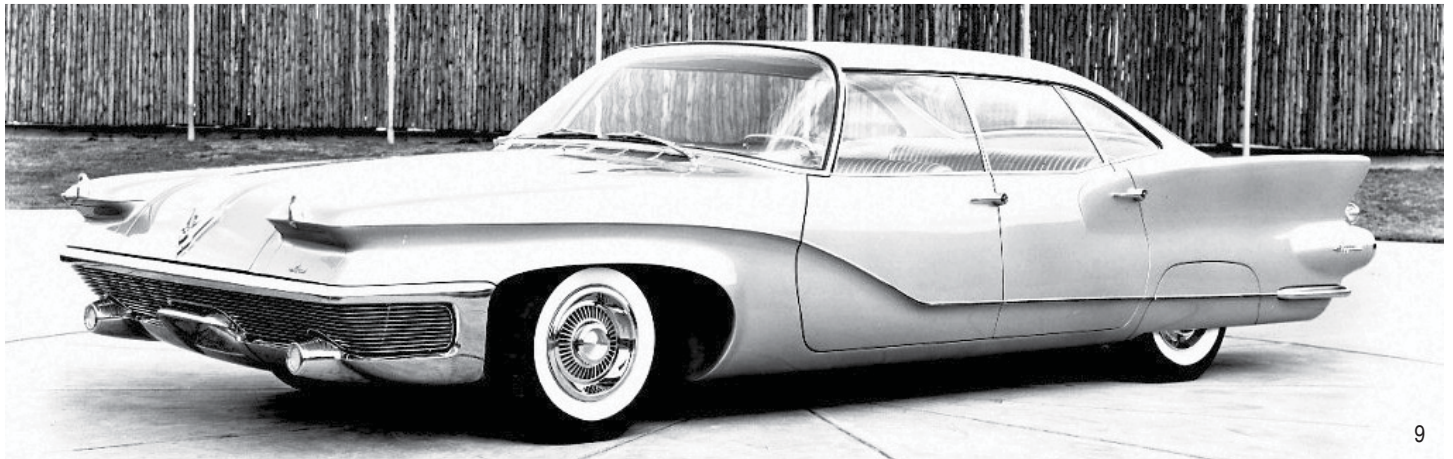
early 1940s. Exner hired on at Chrysler as part of the Advanced Styling Group. In spite of breakthrough vehicles like the Airflows and the early concept cars, most Chrysler Corporation production vehicles were pretty stodgy. They were tall; they were narrow; they were generic. Exner set out to change that. **Luigi Segre** of the Italian design house **Carrozzeria Ghia** became good friends with Exner, and their relationship resulted in several **Ghia**-bodied concept cars.

Known as "idea cars" in Chrysler circles, these Italian beauties enhanced Chrysler's image with their low, racy lines and features like intricate wire wheels. Some of these cars actually made it into limited production, and were owned by the likes of **Frank Sinatra** and **Dean Martin**.

Exner also transformed Chrysler's production lineup, producing the "Forward Look" of the late 1950s with cool low rooflines and radically stylised fins.

Chrysler produces memorable concept cars to this day. But some of the most beautiful, and most usable cars came from the early days of dream car design.





- 1: The 1955 **Chrysler Falcon** concept. The timing of this prototype suggests it may have been considered as a production car to compete with the **Ford Thunderbird**. If the Falcon had made it, those exposed exhaust side pipes would have been pretty radical for the time.
- 2: Just as sound systems are integral to today's auto salons and motor expos, so it was in the fifties and sixties. Record players were the latest luxury modcon to be added to prototypes from the mid 1950s. A few years later a blurb would read; *"This RCA automatic record player provides motorists with up to two hours of continuous entertainment from 45 rpm records. Available as an accessory in 1960 Plymouth and DeSoto cars, it is the first automobile type to use readily available standard phonographs."* Now, what would they make our iPods today?
- 3: The 1955 **Desoto Adventurer II** concept. This long, cigar-shaped concept was fairly radical for production consideration, but it did showcase the styling talents of Exner and his team.
- 4: The 1955 **Desoto Flight Sweep**. This concept is significant, because it first explored the use of tailfins, a design element that would become very prevalent in Chryslers later. There was also a closed-top version developed called the **Fire Sweep**. They became successful exports to Australia.
- 5: The 1956 **Chrysler Plainsman** concept. Station wagons might not have the sex appeal of some of the two-seater roadsters we've looked at here, but in the 1950s, they were the duck's guts for people with families.
- 6: The 1956 **Chrysler Norseman** concept. There are very few actual photos of this car even though its exact location is common knowledge. Reason being, after it was finished by Ghia in Italy, it was loaded in the cargo hold of the ill-fated **Andrea Dora** luxury ship, headed back to the US. The ship sank, so this Norseman is still resting at the bottom of the ocean, as it will be until the salt water completely claims it. Bloody shame, as it would make a great street machine.
- 7: The 1956 **Dodge Dual Ghia**. This car is interesting, because it wasn't exactly Chrysler's work, per se. **Eugene Casaroli** purchased the original Chrysler Firearrow concept and reworked it. His plan was to form **Ghia Motors** and sell 150 of these a year. Celebrities like **Frank Sinatra** owned Dual Ghias. In the end, only 117 Dual Ghias were built between 1956 and 1958. These cars are highly collectable today.
- 8: The 1956 **Dodge Dart** concept. What started out as the Dart became the **Diablo** concept after Exner tweaked it for the 1957 show circuit. This car was auctioned for \$2 million.
- 9: A 1958 revisit to the **Imperial D'Elegance** concept. Virgil Exner didn't really like this, and let's face it, it's easy to see why. Nonetheless, several design features from this eventually did make it to production within the next few years. They just weren't all combined together. You can almost see the first hints of a **Plymouth Valiant**, which of course spawned our very own Q, R and S Series here in Oz.

United States Patent Office

Des. 190,563
Patented June 13, 1961

190,563

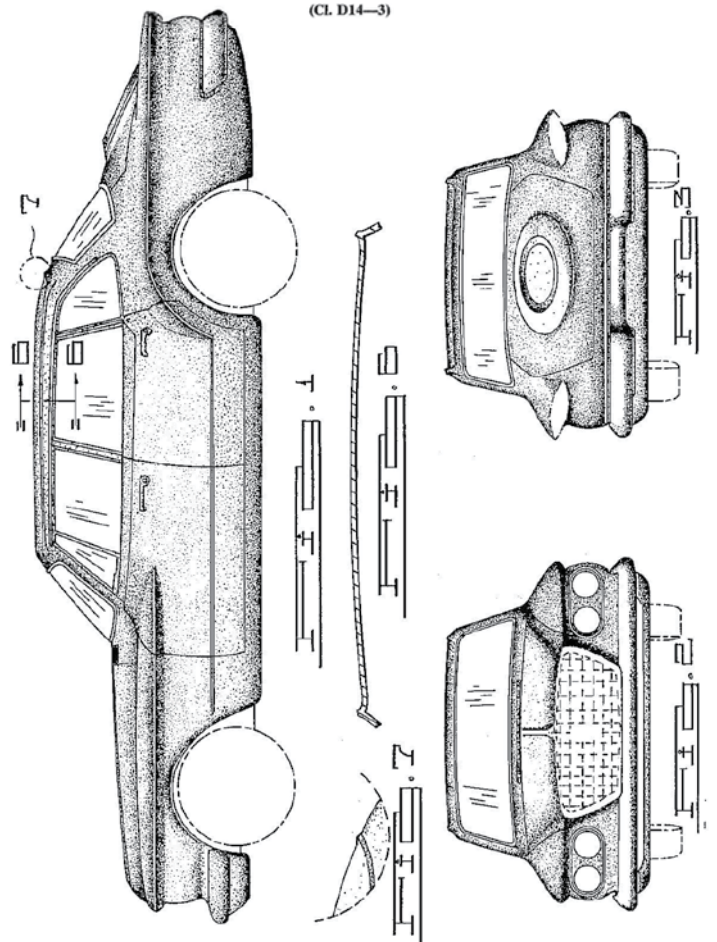
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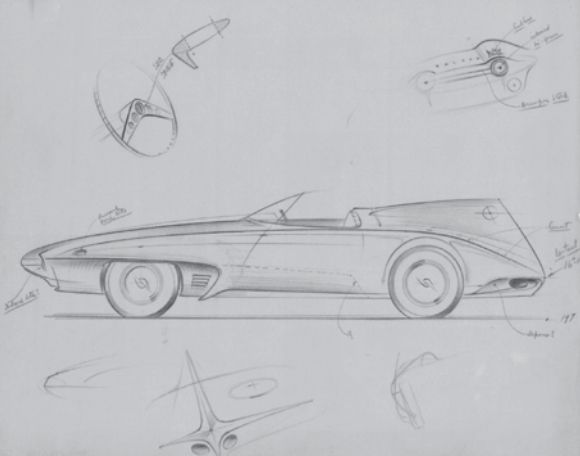
Virgil M. Exner, Birmingham, Mich., assignor to Chrysler Corporation, Highland Park, Mich., a corporation of Delaware

Filed July 5, 1960, Ser. No. 61,228

Term of patent 7 years

(Cl. D14-3)



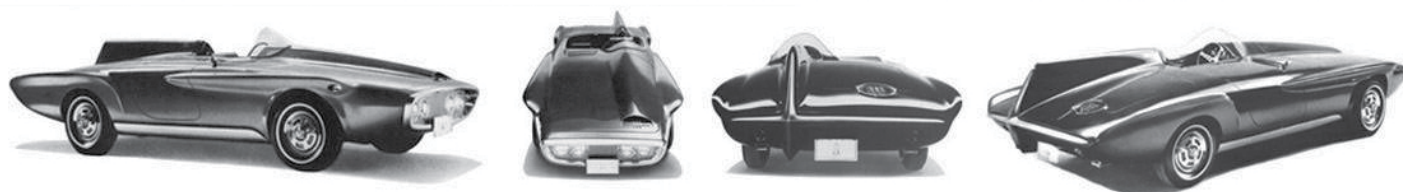
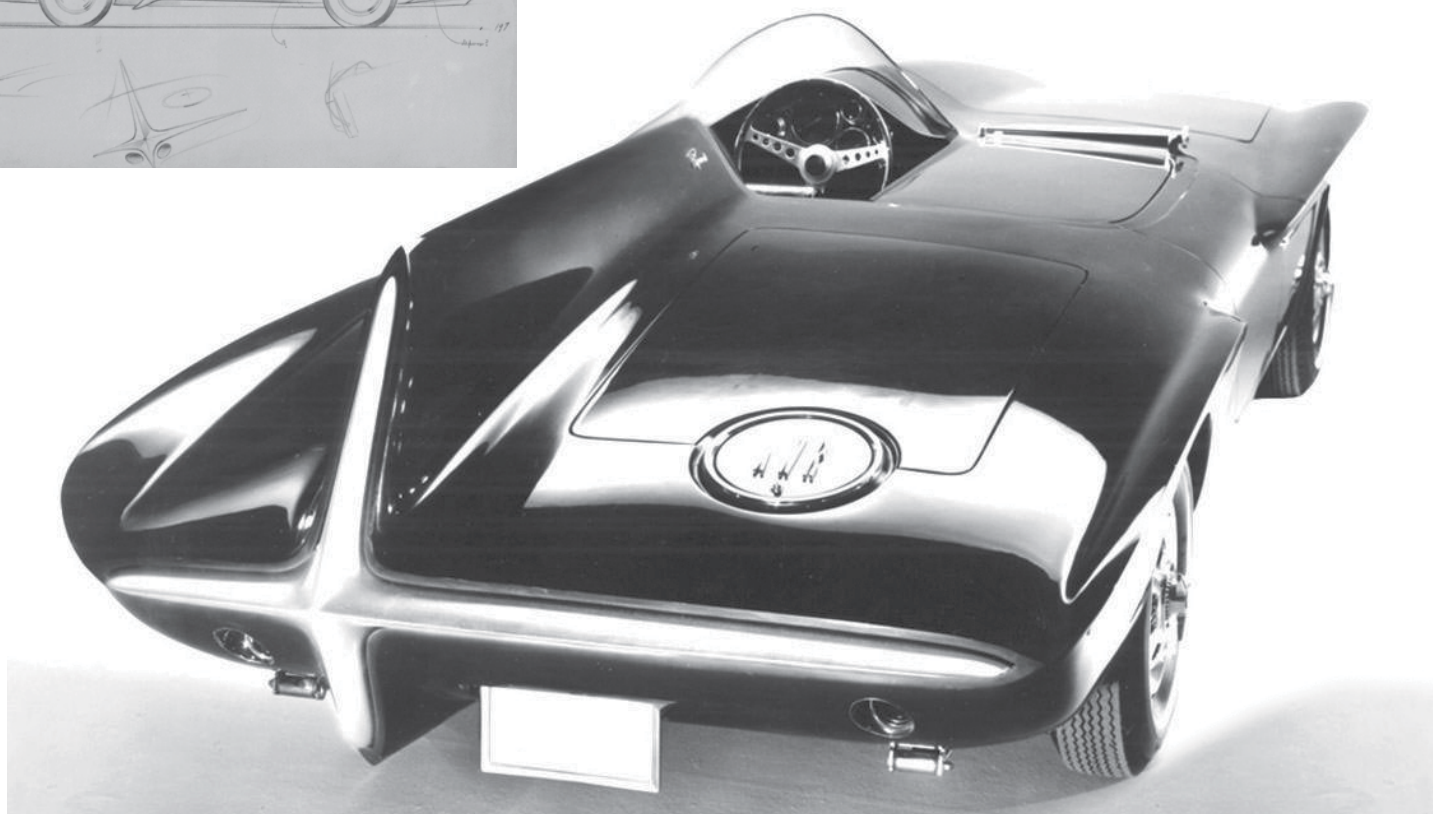


As most of these cars often do, the 1960 **Plymouth XNR** concept began quite literally as a doodle by Virgil Exner.

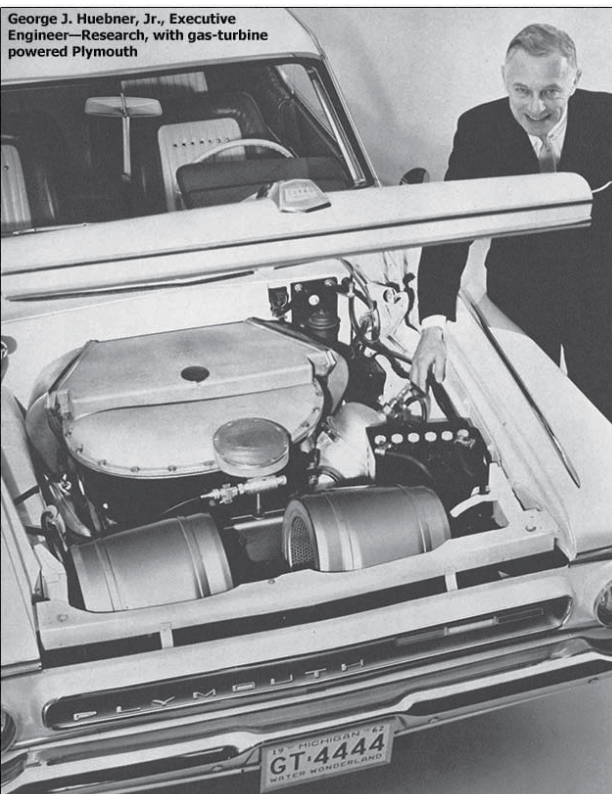
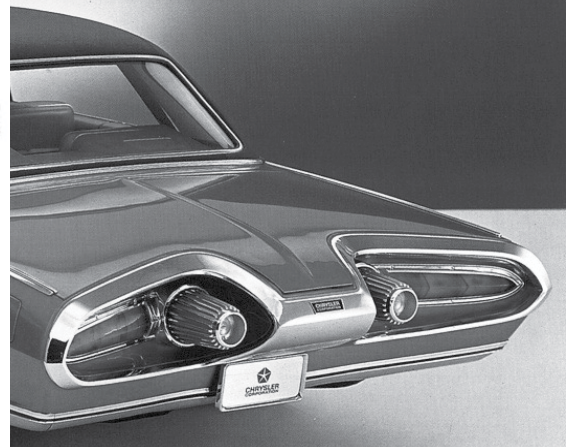
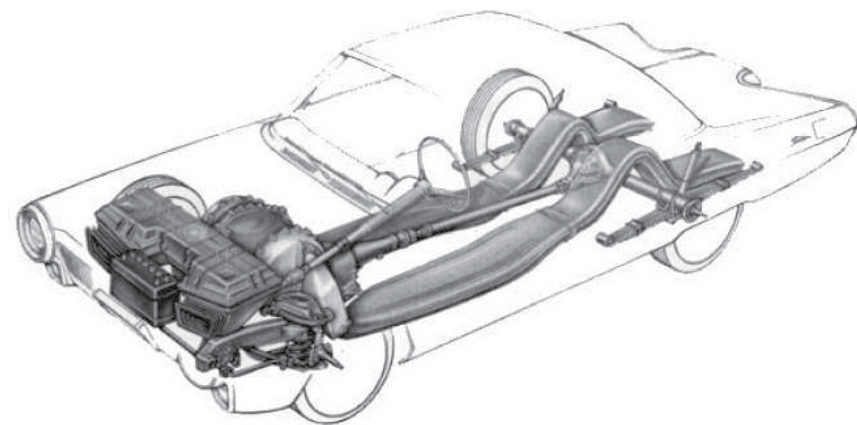
XNR is another way to spell "Exner", and certainly the XNR concept was certainly one of his most radical.

Built on the **Valiant** platform, the asymmetrical XNR looked more like a **George Barris Kustom** than a factory concept car. As it turns out, the original **Ford Mustang** concept was a two-seat sports car built on the **Ford Falcon** chassis.

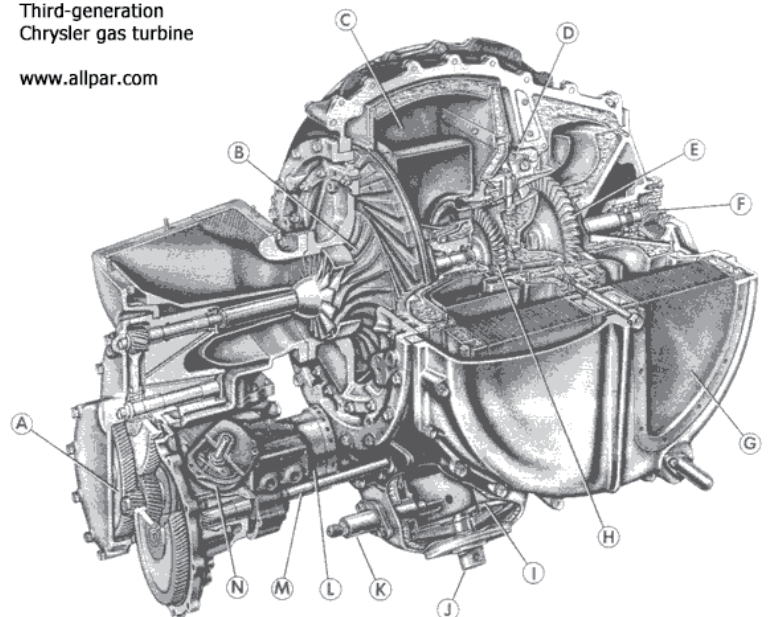
Interesting how things ran in cycles.



The 1961 **Chrysler Turboflyte** concept was Virgil Exner's last 'idea car' for Chrysler. With the glass canopy, it looked like something from **Darryl Starbird's** custom shop, but it was loaded with features. Most notable was the "wing" that connected the large tailfins. It was just for looks then, but eventually, that idea was put to solid aerodynamic use with the **Plymouth Superbirds** in 1970.



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MAIN COMPONENTS OF THE TWIN-REGENERATOR GAS TURBINE:
(A) accessory drive; (B) compressor; (C) right regenerator rotor;
(D) variable nozzle unit; (E) power turbine; (F) reduction gear;
(G) left regenerator rotor; (H) gas generator turbine; (I) burner;
(J) fuel nozzle; (K) igniter; (L) starter-generator; (M) regenerator
drive shaft; (N) ignition unit.

The 1963 **Chrysler Turbine**. These *Ghia*-bodied coupes were meant to test turbine engine technology. The Chrysler Turbine was the first and only consumer test ever conducted of gas turbine-powered cars. Of the total 55 units built (5 prototypes and 50 "production" cars), most were scrapped at the end of a trial period, with only nine remaining in museums and private collections. Though Chrysler's turbine engine project was terminated in 1977, the Turbine was the high point of a three decade project to perfect the engine for practical use.

The fourth-generation Chrysler turbine engine ran at up to 44,500 revolutions per minute, according to the owner's manual, and could operate using diesel fuel, unleaded gasoline, kerosene, jet fuel and even vegetable oil. The engine would run on virtually anything with combustible properties and the **President of Mexico** tested this theory by running one of the first cars — successfully — on tequila! No air/fuel adjustments were required to switch from one fuel type to another and the only evidence of which fuel was used was the odour of the exhaust.

The engine had just one fifth of the moving parts of a traditional piston-based internal combustion engine (60 rather than 300). The turbine spun on simple sleeve bearings for vibration-free running. Its simplicity offered the potential for long life, and because no combustion contaminants enter engine oil, no oil changes were considered necessary. The 1963 Turbine's engine generated 130 brake horsepower (97 kW; 132 PS) and an instant 425 pound force-feet (576 N·m) of torque at stall speed, making it good for 0 to 60 mph (0 to 97 km/h) in 12 seconds at an ambient temperature of 85 °F (29 °C) — it would sprint quicker if the air was cooler and denser. The lack of many moving parts and the lack of liquid coolant eased maintenance, while the exhaust did not contain carbon monoxide, unburned carbon, or raw hydrocarbons. Nevertheless, the turbine generated nitrogen oxides and the challenge of limiting them proved an ongoing problem throughout development. Unfortunately, they used lots of fuel, and they were quite expensive to maintain so the project was eventually scrapped.

1a,1b: Based on a **Polara** platform, this 1964 **Dodge Charger** roadster concept Dodge intended to use to showcase the all-new **426 Hemi** – but a critical problem arose. A very limited number of hand-built motors were being produced for select racing teams, but at least one was earmarked for use in the Charger concept. However, when a factory-backed racing team blew up their Hemi, the unit slated for use in the show car was diverted to them. As the time drew nearer for the curtain to go up on the Charger, there simply was no engine available to fulfil the “426” badges placed inside the air scoop and on its fenders. Despite press releases to the contrary, when the Charger debuted, the actual engine under the bonnet was the same 305hp, 383-ci V8 that came with the donor Polara.

2: The **Diamante** began as a highly optioned ‘70 **Hemi Challenger** convertible. In fact, it’s the first Hemi convertible E-body produced. Before becoming the Diamante, the car participated in the ‘69 show circuit as the **Dodge Yellow Jacket**. The original Challenger was converted to a two-seater in an effort to fish for consumer interest as a Chrysler-built competitor for **Chevrolet’s Corvette**.

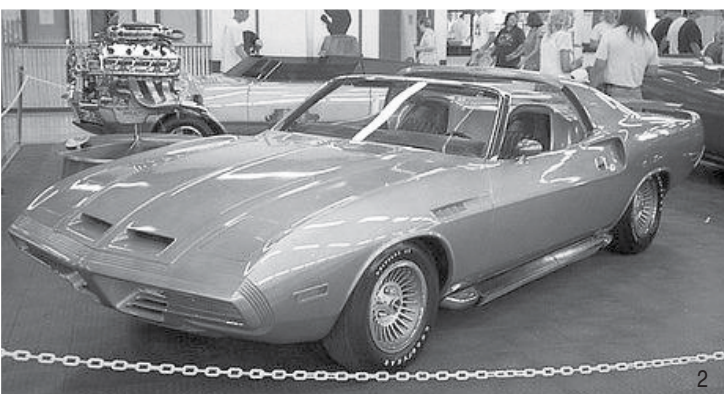
3: This 1969 concept **Dodge Supercharger** powered by a **Magnum 440** was a 2-seater ‘topless’ roadster by **George Barris**, based on what would one day become the **Daytona** platform.



1a



1b



2



3

4: (Below) In 1970 Chrysler showed a very wedge shaped coupe, the **Cordoba de Oro**. It was styled by **Elwood Engel** and featured a cantilevered roof with no A pillars, harking back to the **Norseman** of 1956, which also was a cantilevered hardtop.



4

The 1969 **Chrysler 70X** concept featured parallelogram doors similar to those used on today’s minivans. The interior contained a small ultrasonic electronic device that was mounted next to the rear seat speaker.

This component swept an area 50 feet to the rear in three zones: left lane, right lane and immediately behind. When a vehicle entered one of the swept zones, a red warning light lit up on the mirror, often giving as much as .04 seconds warning before impact. You can almost see shades of a **Phoenix** in it’s styling too.



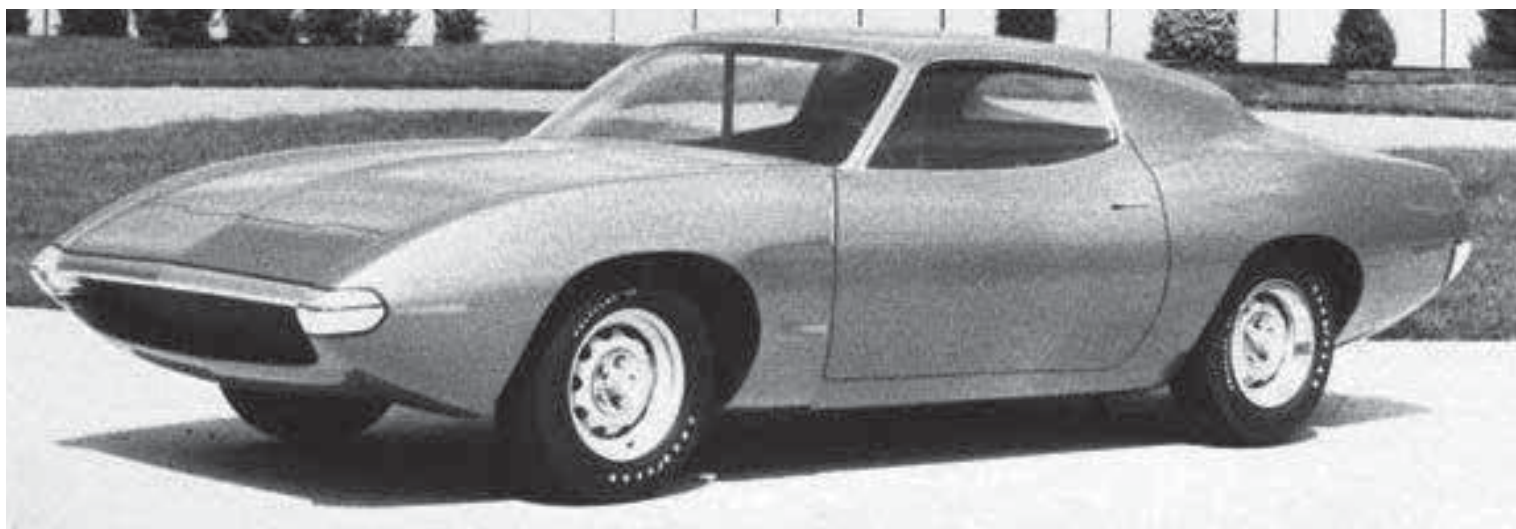


(Above): **VFX7S20-397** was a 'boring' white ute that was pulled from the production line in 1970. It was cut directly behind the cab bringing the wheelbase into line with the design of the impending **Valiant Charger**. It was then cut again behind the real axle and shortened a second time making the total vehicle length the same identical to the Charger. Most people know it as one of the **Mule** utes that were used to conceal Charger development and track testing!

'397 is for all purposes a factory *Hemi 6pack VF X Pacer* ute. It is complied as a special and is the only verified VF Pacer ute known to have left the factory! It was built with a full VG Pacer interior, had a variety of technical specifications in its time including initial testing of the 265 6pack engine, and factory testing of the 340 4-speed setup.



(Above): By the late 1970s things were beginning to change in Australia, with new foreign ownerships and collaborations abroad on the horizon, and the trend away from the bigger car such as **Valiant** towards more small and midsize cars had begun. Future projections of new model ideas towards the eighties certainly reflected this. This rendering of a Valiant **Lancer** hints both of the French styling responsible for the **Chrysler 180** (which we saw as the **Centura**) and the emergent Japanese aesthetic behind the design of **Mitsubishi**. Of course, in hindsight we now know Mitsubishi were actually slowly taking over CAL, seeking ways of transitioning the tooling of the traditional American-Australian products over to their new Japanese lines. The gap between a Valiant and a **Sigma** might've been just that little too far, but they tried anyway...



(Above): Like other musclecars in the early 1970s, sales of the **Chrysler E-body Plymouth Barracuda** and **Dodge Challenger** were mortally wounded by a coalition of forces working against high-performance – the cost of petrol and insurance. This aborted 1975 Barracuda rejig is the fish that got away. This is the infamous "*Cincinnati car*," the result of marrying designs by **Matsura** and **Herlitz/Sampson**. The clay shows how the inner doorskins, side glass, windshield and sill could have been carried over from the '70-'74 E-body in order to save money. Prototyping is as much about efficiency – and capitalising on existing resources – as creating something completely new.



Above: **Diplomat**: the **Chrysler 180**'s big-brother still-born. Following Chrysler's annexation of **Simca** and **Rootes** in Europe, the company set about using some of its European line-up for its Australian range. With a new nose, a six-cylinder engine option, and various other changes, the Chrysler 180 was sold (rather unsuccessfully) here as the **Chrysler Centura** – a victim of circumstance as much as poor product design. Looking at these pictures, it would appear that rather a lot of that car's DNA was to appear in this stillborn Chrysler Diplomat – a replacement for the Valiant that was being worked-on during the mid-to-late 1970s. Although it isn't clear whether the car is underpinned by US or Australian chassis engineering, this is where (or would've been) we might've seen Centura morphing into Valiant.

There's a further twist to the story. According to **Nick Kounelis**, the rather ugly **C9** project (a derivative of the **Talbot Tagora**) could have gone on to form the basis of the Australian Chrysler line-up, had events not got in the way (maybe luckily). "*They imported a talbot Talgora clay/fibreglass full sized replica to be contemporary with the first of the Holden Commodores, and the lighter and more roomier XD Falcon range.*" He added: "With the local **Hemi** six fitted to the Centura replacement, I think the Talbot version would of sold well against these cars – especially if it was fitted with the **Peugeot** four-cylinder engine as well as the 4.0- and 4.3-litre Hemi sixes. Eeech..."

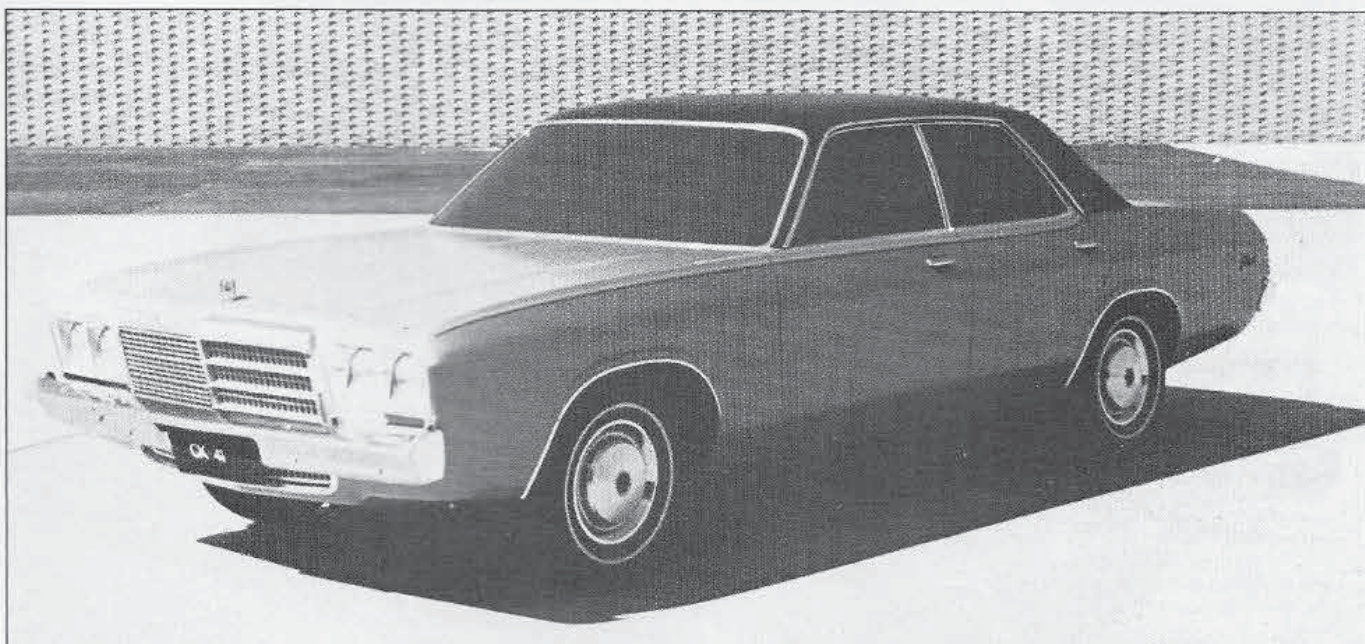
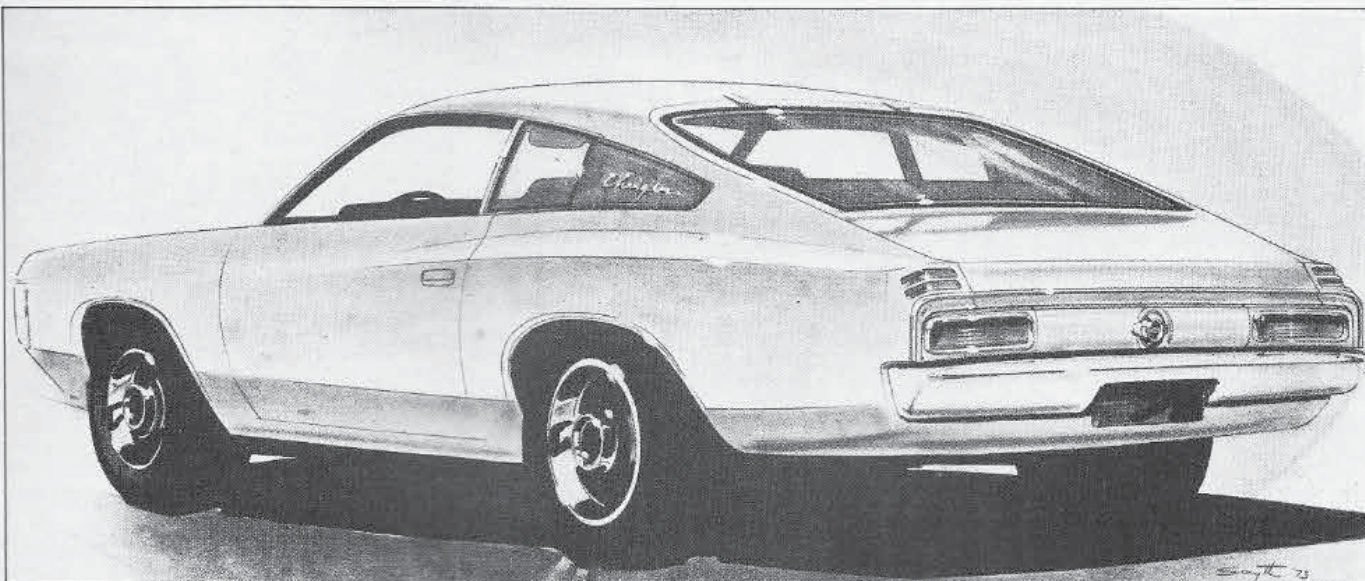
VALIANTS THAT NEVER WERE

You could say, correctly, that Chrysler simply fiddled with the Valiant after releasing the VH in 1971. Certainly, apart from a couple relatively minor facelifts, the car's basic shape hardly changed. But that doesn't mean the designers and planners were sitting around doing nothing. In fact, a whole series of good and not so good concepts and prototypes were built before the model was finally killed off in 1981. Wheels asked Mitsubishi (nee Chrysler) to go through its styling files and come up with photographs of Valiants that might have been. The result is this fascinating collection of drawing and photographs, none of which has been published before.



CHARGER might have been the first hatchback, but these styling mockups were alternatives to the first 1971 Chargers. Concepts seriously considered included a hatchback rear window which opened and had strong overtones of the Reliant Scimitar GTE and Lancia Beta HPE, and a model with a swinging tailgate with a wind down rear window. Both proposals were developed for the Charger but the traditional fastback with a conventional boot was the only one to reach production.





Once the Charger had reached the showroom, Chrysler looked at doing a hatchback tailgate version for 1973 with a fixed rear window but fold down rear seat. A prototype was built and run on the road before the project (and car) were scrapped as the two-door market shrank. This version was much cheaper to tool for than an estate style hatchback.

Chrysler's VH Valiant was released in 1971. Its first major facelift was scheduled for 1975 when the K-series was due for introduction. Styled in 1972, these cars represent two major proposals for the new model. The initial plan was for a major reskin to change the feature lines of the car, and give it a straight through look without the bulky hipline of the VH. With the exception of the bonnet and roof, all skin panels were new. Two different grille patterns were tried, and one of course did eventually get into production. At this stage Chrysler still believed there was sufficient volume to continue a long wheelbase Chrysler sedan, although the two-door was dropped after the VJ series.



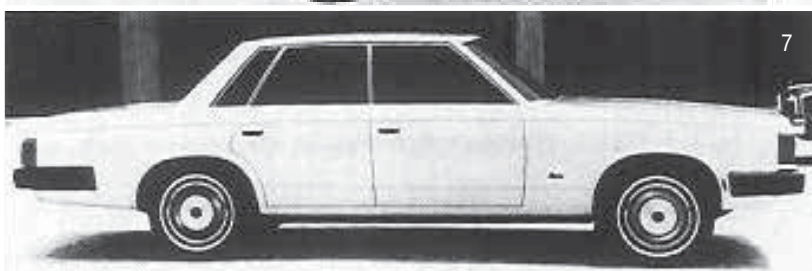
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The basic design and engineering ushered in for **Chrysler Australia's Valiant** in 1971 served for ten years.

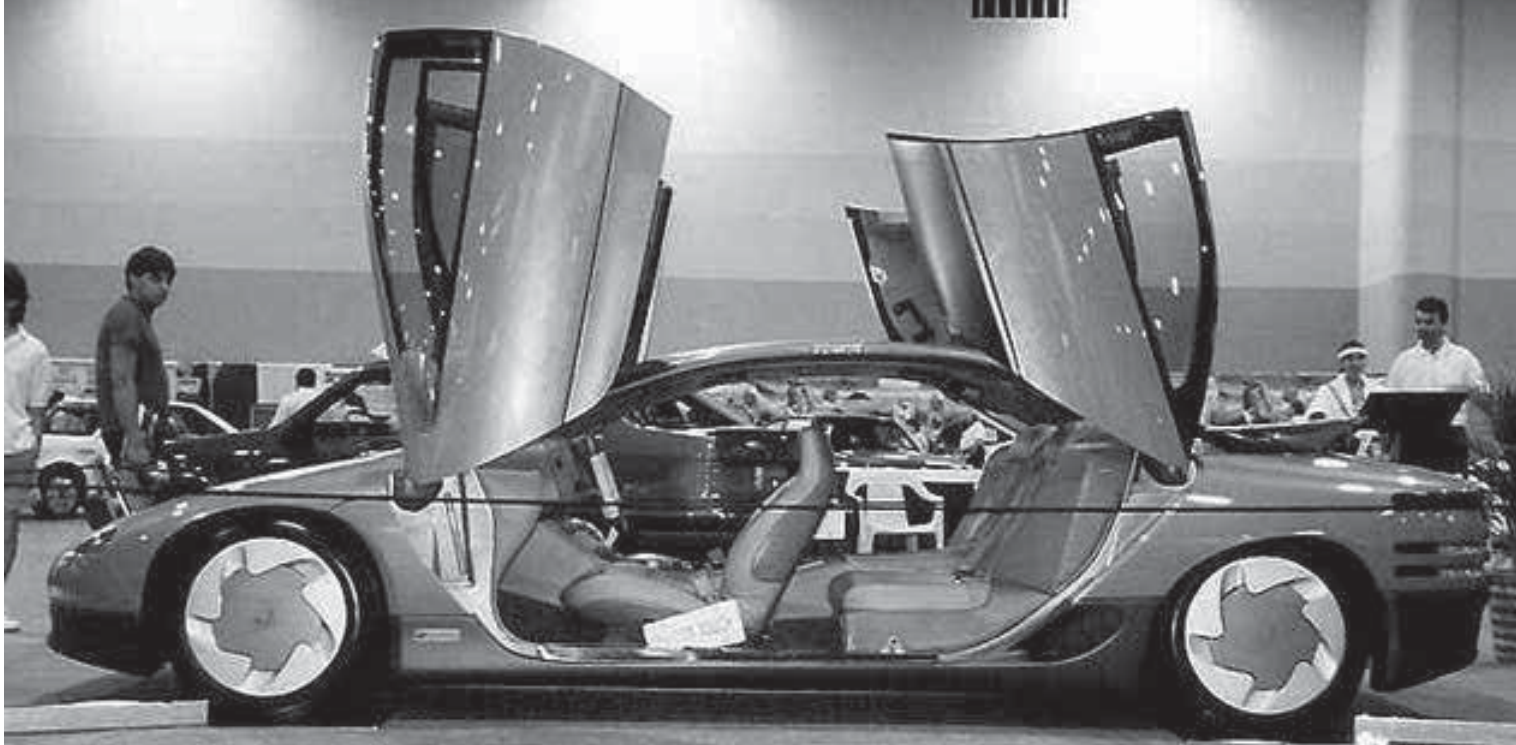
The VH, CH, VJ, CJ, VK, CK, CL, and CM were eight series produced in that time. Completely designed and tooled here, the last V range were in fact the only indigenous Aussie Chryslers ever made. Their timing was out though.

The car scene was changing in Oz. As the influences of **Chrysler Europe** faded soon after it was absorbed by the parent company in the US, **Mitsubishi** were hovering – having made inroads into CAL as a subsidiary with the **Sigma** and **Galant**. Despite attempts at French, and later Japanese styling, as a stopgap measure to hold onto some of the investment in the model – the big Vals were doomed. So was Chrysler itself.

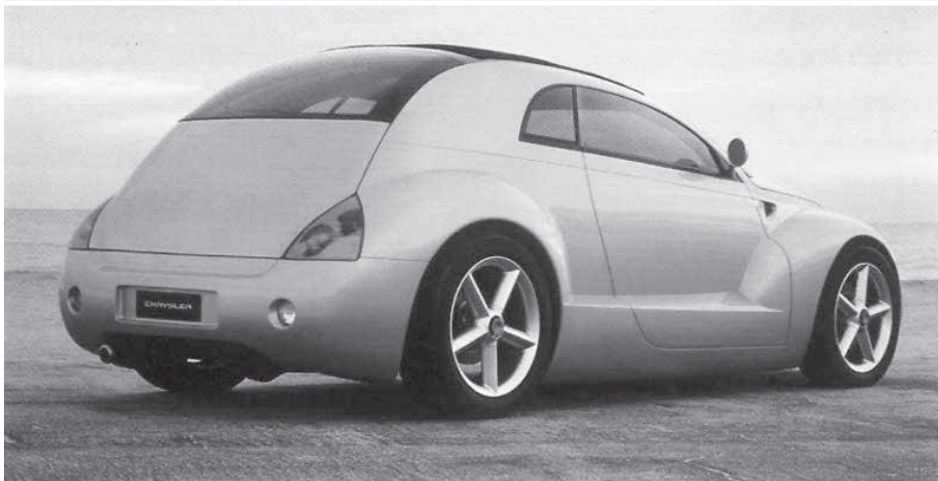


- 1: A possible Valiant design from the 1977-78 era
- 2,3: A Mitsubishi-influenced workup for a post1981 Valiant never built.
- 4: A prototype of the same car, badged the **Diplomat**.
- 5,6: In 1972, designers thought the VJ might look like this!
- 7,8: The CM-41 design never got off the ground.
- 9: CL frontal styling traced to this 1972 mockup



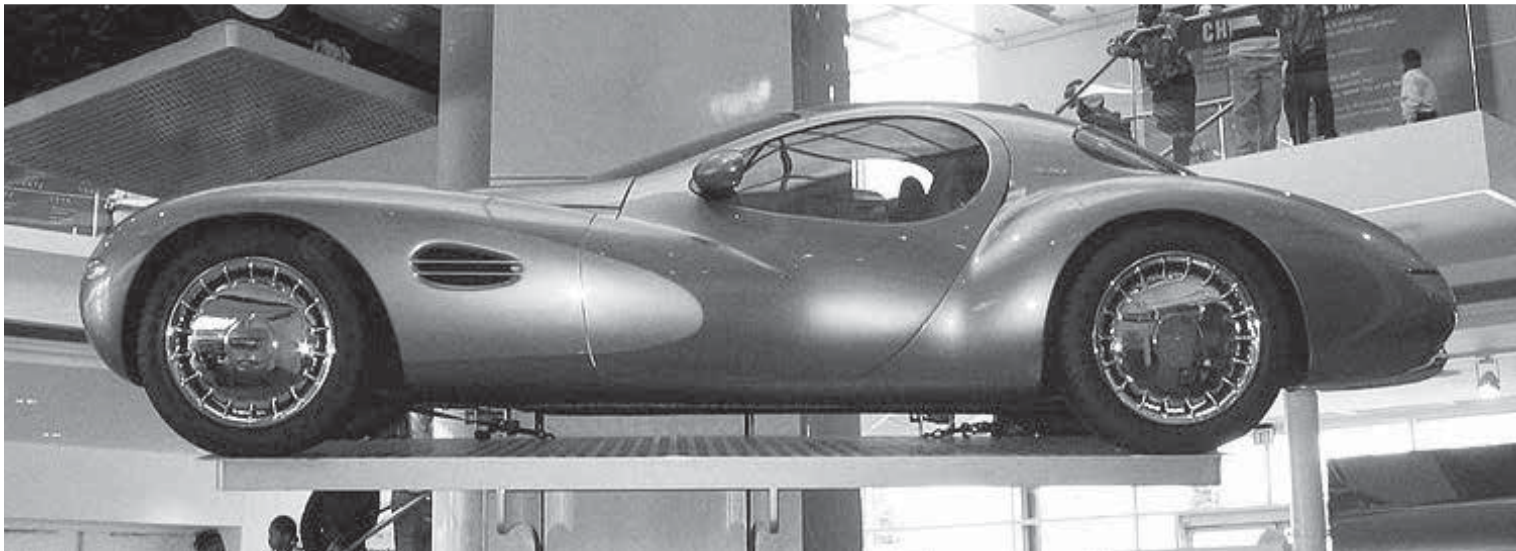


Chrysler started to work on its “concept to reality” philosophy in 1987 with the introduction at **Frankfurt Motor Show** of the Chrysler **Portofino** sport concept sedan. Back then, **Lamborghini** was owned by Chrysler, and the Portofino concept was built to symbolise the Chrysler takeover of Lamborghini.



The **PT Cruiser** was first released by Chrysler as a sedan/hatchback as a 2000 model in late 1999. It was then released as a coupe/convertible in early 2005 as a 2005 model.

The initials “PT” in PT Cruiser stands for the designation of the car’s platform (body style) as well as a production code. The name recalls the 1930s line of **Plymouth** trucks that also went by the “PT” moniker – an abbreviation for “personal transporter”. The PT Cruiser actually was an evolution of the 1997 and 1998 **Plymouth Pronto Cruiser**, which were “retro” concept cars designed on the K-Car platform.



Stored at the **Auburn Hills Museum**, the **Chrysler Atlantic** was a retro concept first shown in 1995, designed by **Bob Hubbach** and inspired by the **Bugatti Atlantique**. The idea for this car began out as a sketch on a napkin by Chrysler’s president **Bob Lutz** in early 1993 and also involved the automaker’s chief designer, **Tom Gale**. The Atlantic has several similarities to the opulent vehicles of the 1930s such as the **Type 57S** and is also more than a little inspired by the **Talbot-Lago T150 SS** coupe constructed in 1938, such as the shape of the side windows and the curved boot.

Some of the retro details include a straight-8-engine that was actually constructed from two 4-cylinder **Dodge Neon** engines with an S configuration 4.0L., which is rarely used in modern cars. Other retro touches to the car’s look include the interior that is replete with art deco gauges. The Atlantic Concept has around 360 horsepower (268.5 kW) and uses Chrysler’s **Autostick** transmission. Riding on a 128-inch (3,251 mm) wheelbase, its front wheels measure 21 inches and 22 inches in the rear — large at that time.



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RICHARD PEAK

Hi there fellow club member and Chrysler enthusiast...

I have actually done a member profile before, but was about 10 years ago. So for those who remember that, I apologise.

Besides that, **Dave** is doing such a good job of the magazine. So I just had to add a bit more to the story.

My first interesting in Chryslers started in the early 70's with my old man working at Chrysler and bringing home the glossy sales brochures.

But I really got interested with my first car - a 1968 **VE V8** which cost me a grand total of \$1200, purchased from dad as an ex lease Chrysler car. The old Val with nearly 200 hp (not much on today's standards). It pulled like a bull in the spring time, and with no swaybar, **Goodyear Poliglas** tyres reaching my 17th birthday was a bit of a miracle. When dad was leaving Chrysler I bought a new **VJ 265 4sp** Ute for \$3200. It was coral blue with a black interior, and I added 3 spoke steering wheel, 7inch mags, and a **Charger** grille. All this came out in next years model.

I then moved on to a **VK 360 Regal**, **CL 318 Sports Pack** ute, **CL Sports Pack** van, and a '68 **Phoenix**. Then later, a '95 **Cherokee**, and then a '99 **Laredo**.

My **CL 770 Charger** was bought during a quick trip from Mt Gunson (near Woomera) to Adelaide. I bought it from a truckie who drove a car transporter from Chryslers to interstate dealers.

I restored this car in 2000 and it took me about 4 years – much quicker than my current project. So I have owned this car for 30 years now. I never get sick of driving it. I don't get it out as much as I would like, but we did drive over to Albury Wodonga for **COTM**. We had a great trip with great group, and even picked up a trophy.

Another event that **Chris Hastwell**, myself and few other members attended was the **10 Year MPH Dinner** and opening of the new **Tonsley TAFE**. The manager wanted to make grand entrance, so we drove into the function in the Charger. It was held in the old press shop, the building looks great.

There's still a couple of things I want to do to the car, like power steering for one. It sticks to road very well, especially when you are not moving, so it'll make it a bit easier for the little lady to drive, as we have another Charger in the pipe line.

Well that's enough from me. Well done to the club committee and keep those old Chryslers going.

Cheers and Merry Xmas.

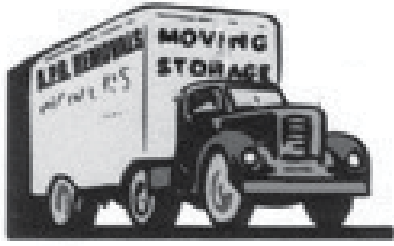
– **Richard Peak**







Richard Peak
VALIANT CL 770 CHARGER



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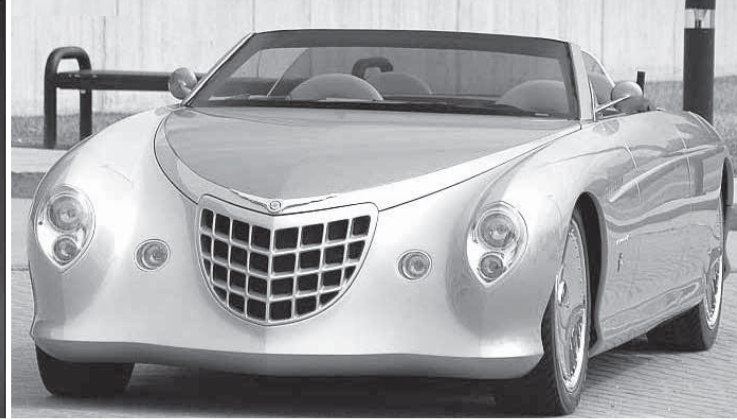
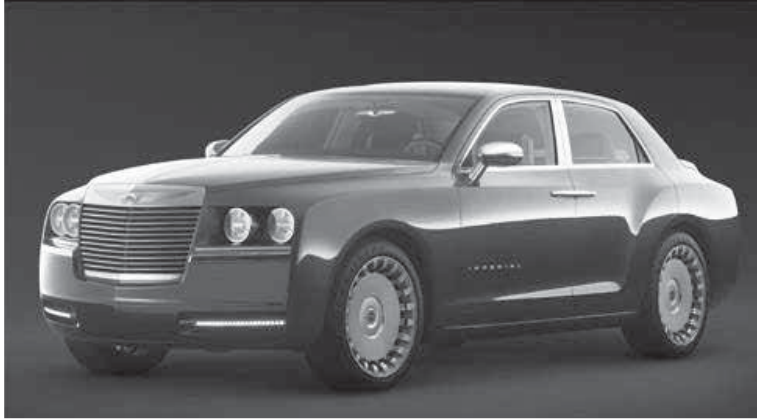


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(Above): Revisiting a long and famous tradition as a luxury range, but an ill-fated marque – a **Chrysler Imperial** concept car was presented at the 2006 **North American International Auto Show**, using the Chrysler LY platform, which is an extended LX. The design incorporated a long bonnet and front end dominated by an upright radiator and a horizontal themed grille.

(Above right): The **Chrysler Phaeton**, not to be confused with the **Volkswagen** of the same name, was a four-door convertible sedan concept car built by Chrysler in 1997. **John E. Herlitz**, Chrysler's top banana of Product Design, said, "Phaeton embraces and contemporises elegant, classic design cues from historic touring automobiles of the 1930s, 40s and 50s."



The **Millennium** concept of 1989 was the celebrated ancestor of the **Renault**-inspired **Neon** and **Stratus** family. The 2000 Neon was actually a very good car which duly ironed out all the glitches in the previous lemon of a model, but it was never given a fair go once it's name had been tarnished irreparably in Oz. Meanwhile the Stratus was quite successful in the US, but was never brought here – probably because of the reception to the Neon.



(Above): Designer **Tom Gale**'s concepts – such as showstoppers as the 1993 **Thunderbolt** revisit, the 1995 **Atlantic** re-jig, the 1997 **Phaeton**, and high-profile, Hollywood-style reveals of eye-catching production cars like the **Viper**, the swoopy LH platform models, and the **Prowler** – helped make the **Detroit Motorshow** a must-see.

(Left): In 2011, **Chrysler** showed off a handful of modified 300Cs at the enthusiast-focused **LX Spring Festival** in California, offering a glimpse of its new 'S' line of styling options. Among the modified 300C cars on display was a satin-grey example with large multi-spoke wheels and red leather S-emblazoned seats, along with a similar black model and a gunmetal grey on large racing BBS-style wheels. Other tweaks included a mesh front grille, a bootlid lip spoiler, lowered suspension and darkened headlight frames. The S line was expected to focus purely on styling options, meaning the 300C would continue to run on its existing 209kW 3.6 litre petrol V6 (that drove the new **Grand Cherokee** in Australia) and the new 260kW 5.7 litre V8.

The **Chrysler ecoVoyager** is a hybrid concept car revealed in 2008 and manufactured by Chrysler. It was introduced at the **2008 North American International Auto Show**.



The **Chrysler Firepower** was a **Dodge Viper** based concept car. It also takes some of the styling cues from the Chrysler **Crossfire** that **DaimlerChrysler** produced under the Chrysler brand. The Firepower's engine was a 6.1 L Hemi V8. According to Chrysler, this engine produced 425 hp (317 kW) and could propel the vehicle to a 0-60 time of 4.5 seconds.



During the 1990s **Apple** revolutionised IT design with the **iMac** designed by **Jonathan Ive**. The 1998 iMac G3 had a gumball or egg-shaped easily-accessible unibody with a CRT monitor, mainly enclosed by a colored, translucent plastic case. The hidden moving parts were thus treated as part of the aesthetic, seen behind a coloured skin. The biggest selling PC in history at the time, Ive's creation is now synonymous as an iconic style of that era, inspiring a heap of other product styling and mass manufacturing techniques. Some of these philosophies were even lent to the future of the car itself.



Unofficially coined the **iChrysler**, to celebrate the **DaimlerChrysler** union, **Smart Car** teamed up with **Mopar** to create this concept which did the rounds of motorshows around the planet early in the new century. The brief, to build a car with a single-piece exoframe finished with those see-through coloured panels. Now, perhaps the fruity colours may have gone out of style, but many of this car's build principles have remained – in the **Jeep Grand Cherokee** for instance!

The **Jeep Hurricane** is a concept that was unveiled at the 2005 **North American International Auto Show** in Detroit. Its name is a reference to the **Willys Hurricane** engine, which powered the CJ and other Willy's and Jeep vehicles for over twenty years. The Hurricane's one-piece body is composed largely of light-weight structural carbon fibre. Its skid plate is an aluminium spine that connects the chassis to the underside of the vehicle. The car doesn't have side doors or a roof, and there is only seating for two people. The driver and passenger enter the vehicle over bulkheads on each side. The Hurricane features a **Chrysler** designed and patented four-wheel steering system that allows the Hurricane to move sideways.

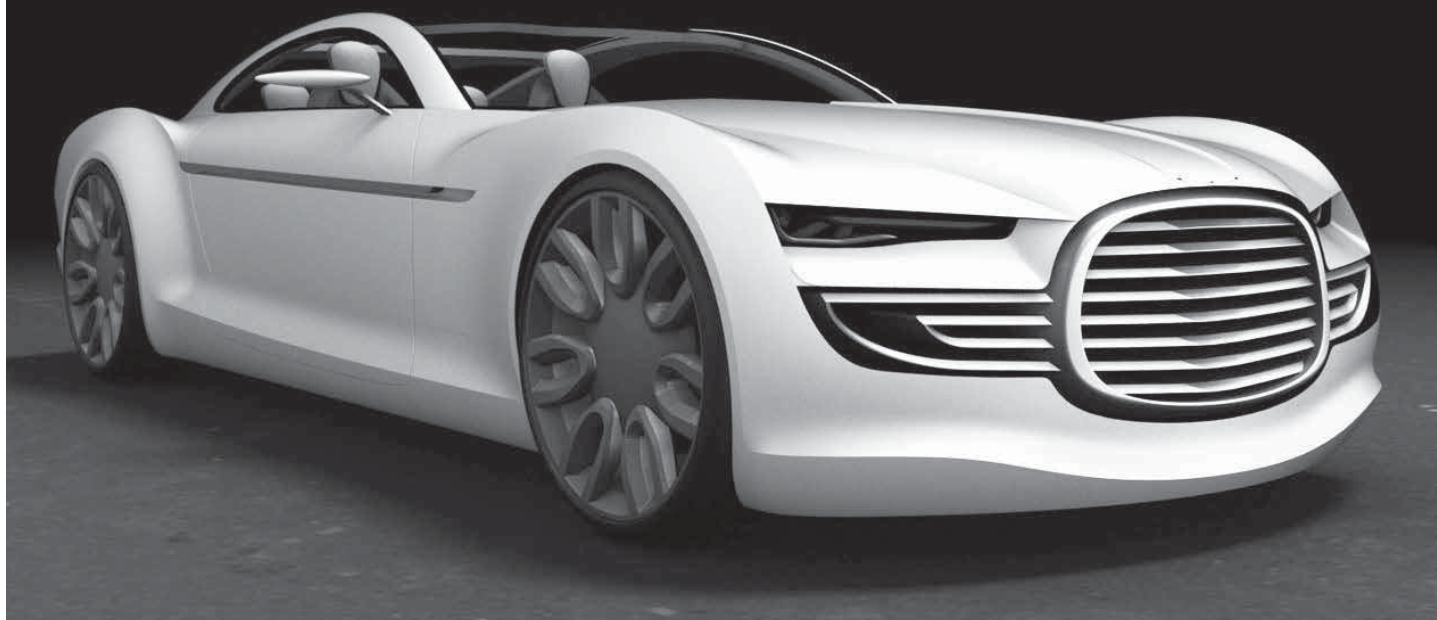


In 1999 **Dodge** debuted a new **Charger R/T** concept car. It took many styling cues from the 1960s Chargers (most notably the second generation) but also had four doors. The designers attempted to blend the rear doors into the design so they would not be noticed very easily. Compressed natural gas was purported as being in the lineup for a possible fuel source.



Although the eventual redux of the Dodge Charger on the LX platform in 2006 wouldn't end up looking like this. Doesn't quite look like the General Lee either.

The **Chrysler Review GT** penned by **Colin Bonathan** is a luxury GT. The proportions and stance of the Review is imposing and intimidating – characterised by an expansive glass roof and sculpted wheel arches filled with enormous rims. Up front, this concept is dominated by **Audi**-like headlights, and a winged grille which – while a homage to the Chrysler badge – is more akin to that of recent **Citroen** concepts. From the rear, the concept has a **Bentley**-like vibe, but at the same time it also has plenty of its own character. Aside from the pretty computer renderings, there isn't any other information on the concept. And no, it won't be going into production.



The state-of-the-art 2014 **Dodge Viper SRT** is the ultimate example of a dream car (theoretically) available to you and me (all you need is the coin, of course).



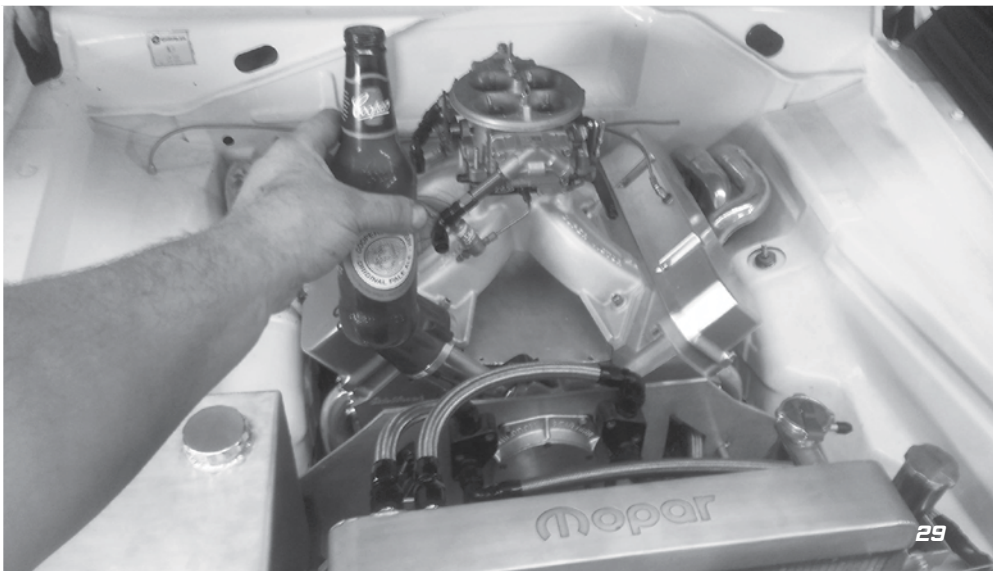
Chrysler's propaganda says: "*The Viper is both all-American and a true exotic, with lots of curves and bulges to let you know it means business. The long nose, bodacious body, and predatory stare give the Viper menacing looks, while its 645-hp, 8.4-litre V-10 can catapult it to 60 mph in about three seconds.*"



Chrysler unveiled this rather strange and futuristic-looking new van called the **Chrysler 700C** concept at the **2012 North America International Auto Show**. The 700C is said to preview a successor to the brand's versatile **Town & Country** people mover. The concept features a pair of electric sliding side doors, ample cabin space with three-row seating, and a front-wheel drive powertrain.



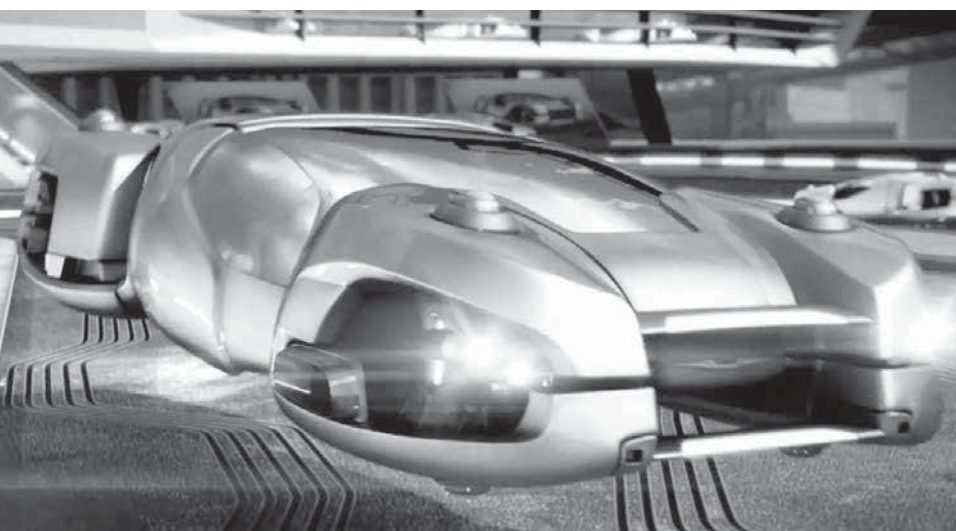
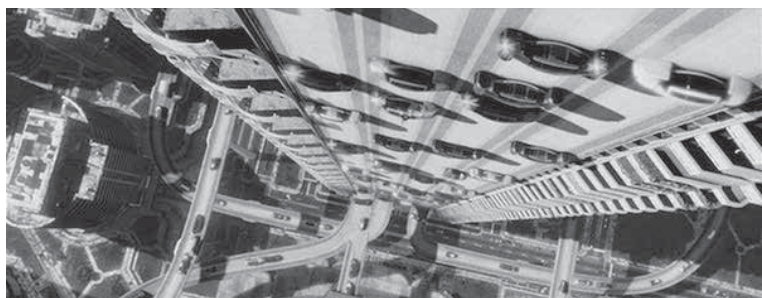
The **Dodge Zeo**, short for "Zero Emissions Operations" concept vehicle is likely to be the Chrysler Group's newest crowning achievement with it's entry into the increasingly popular hybrid vehicle market. Labelled by the manufacturer as a "*next generation muscle car*" the Zeo electric sports car follows in the footsteps of the now well-established all-electric exotic **Tesla** roadster. Designed as a "*four-passenger sport wagon*" (think **Subaru Forrester**, **WRX** hatchback, etc.) the Zeo is a happy concession, seeking the middle ground between environmentalists and enthusiasts alike. Reportedly the Zeo's electric, lithium-ion battery powerplant can last up to 250 miles before needing recharging and goes from 0-60 miles per hour in under six seconds.



FLYING COPS AND ROBBERS

Steven Spielberg's *Minority Report*, based on the Philip K. Dick short story, was well received out of the gate, both as a film and as a detailed vision of the near-future unlike any since *Blade Runner*. Many of the film's other technologies are also clearly evolutions of existing tech. Newspapers have been replaced by foldable, paper-thin displays and small robots that mimic insects and other animals. Smart homes are able to greet their occupants and adjust the interior accordingly, and, of course, cars are able to drive themselves. That last bit goes quite a bit further than today's experiments with self-driving cars, though.

One of the advisers for the film's transportation elements was automotive designer **Harald Belker**, who's built quite a career creating vehicles for movies (as well as real life). In *Minority Report*, the driverless cars are linked to a *Maglev* system, which Belker described as "individual transportation within a mass transport system." That allows the cars to travel not just on traditional roads and highways, but also vertically -- even delivering a person directly to the outside of their apartment. Such a system does have some obvious limitations when it comes to reaching areas not served by the Maglev, but the filmmakers thought of that too, and developed so-called off-grid cars exemplified by a red Lexus sports coupe in the movie. While not dwelled on much in the film itself, it was explained by **Toyota/Lexus** at the time to be an all-electric vehicle replete with plenty of bells and whistles. Features included a heads-up display with night vision, a DNA-based entry and ignition system, body panels that changed colour on the driver's command and an "auto valet" feature that let the car drop off its owner then park itself for recharging.



The 2012 remake of *Total Recall* features a hovercar badged as a **Chrysler** with permission, fully endorsed. According to the movie it's a **Chrysler 200**. Its top speed is 600 mph and it will cost you about 4.3 trillion dollars. They will be released in the year 3046.

This hovercar manoeuvres better than your average hovercraft. It flows, and moves like a vehicle that is magnetically charged. Just like *Minority Report*, where all of the vehicles travelled via magnetically powered roads that allowed any, and every vehicle to move in all directions.

So, this car plays off of that same principle. Being able to stop, and change directions at the drop of a dime. One of the keys scenes involves the Chrysler being involved in a chase where it's able to move from the actual road to driving under it. This is where that whole magnetic drive comes into play. Director **Len Wiseman** felt that the cars should still instill the feeling of actual movement, and decided to make the cars pitch, and roll when accelerating, turning, and braking.

Trust me, it worked superbly.



In **Luc Besson's** film *The Fifth Element*, set in 2263 New York City, flying cars are used as the main means of transportation. The production design for the film was developed by French comicbook creators **Jean "Mobeius" Giraud** and **Jean-Claude Mézières**. Mézières wrote the book *The Circles of Power*, which features a character who drives a flying taxicab through the congested air traffic of a vast metropolis on another planet. Besson read the book and was inspired to change his film's main character into a taxicab driver who flies through a futuristic New York City. Film-noir and art deco flavouring a retro-futurism.

A european vision of American cars is evident in the almost 1940s cartoony styling of the movie's rides. Copcars and taxis are exaggerated flying **Hudsons**.





NEW MAD MAX MOPARS

First a new 'old' *Mad Max* car.

At the recent *Gasolene Muscle Car Expo* held in Melbourne at the end of May, **Adrian Bennett** from the **Mad Max Museum** in Silverton trucked down his collection of authentic and replica cars from the first three *Mad Max* movies for display, including this replica of the mutant *Charger* police car, which was driven by the nomad bikers in *Mad Max 2*. An awesome recreation.

And now really 'new'.

As we count down to the release of *Mad Max 4: Fury Road* in late 2015 (which according to the teasers on the net looks sensational), several spy photos and secret videos have been leaking out from the set, of the various high-octane beasts which will star in this roadwar movie alongside **Charlize Theron** and **Tom Hardy**. All the vehicles in the new flick have taken on a real off-road 'monster truck' style. They include a monstered '41 *Dodge* pickup, a crazed *Barracuda*, and at least three (now traditional) retrotech junker *Chargers*! Can't wait for the film!



Below: Based on a successful computer game, *Defiance* is a new post-apocalyptic TV show on the **Syfy** channel. We haven't seen it yet but it's new trailer looks cool, especially since it features a *Dodge Charger* transforming into some kind of *Mad Max* zombie killer. Dodge was very involved in the design process and approved all renderings before the final car was built. Looks tough with a power bulge and rust, and of course these *Chargers* look great with Jesus bars so they are a no-brainer for a post-apocalyptic badass look. However under those visual mods is a relatively stock 2013 *Charger*.

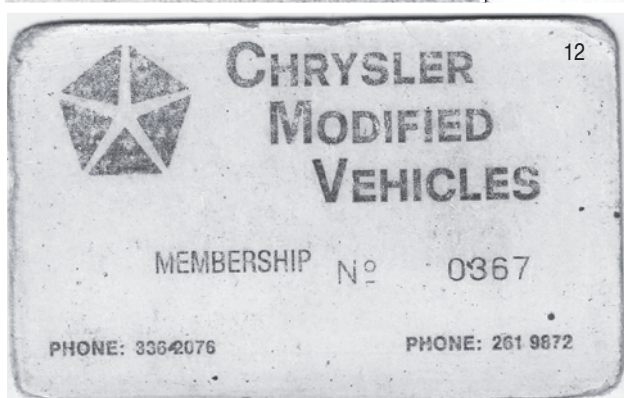




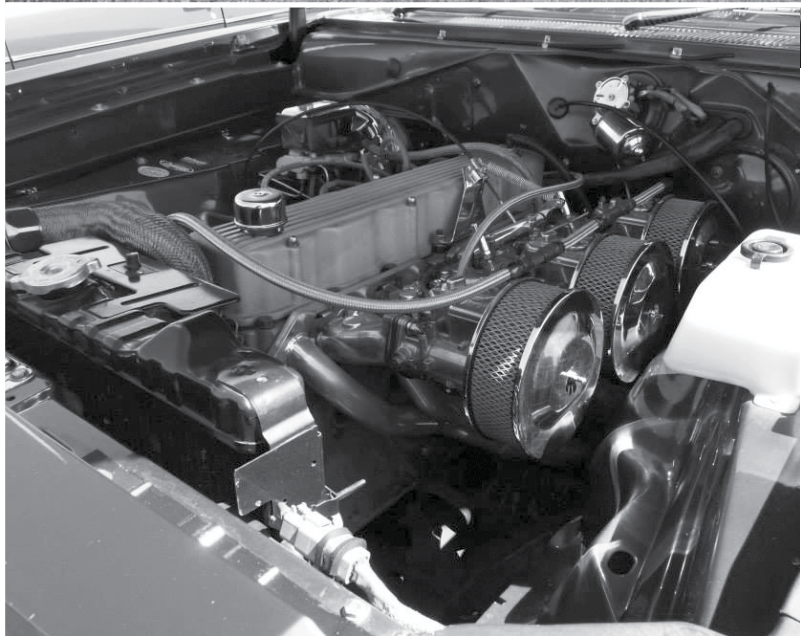
1: Bogged at Woodstock, 1969. 2: **Steve McQueen** takes a break with a frisbee on the set of *Bullitt*. 3: A 1970s **Tyco** trainset with official **Mopar** branding. 4: It seems lately there are a lot of late model **Valiant** ambulances (although usually wrecks) coming up for sale on the net. They'd make fantastic custom projects though, wouldn't they? 5: A 1970s street scene? No, this is actually a photo taken at **Carlisle** last year! Very cool, hey. 6: A '41 **Dodge** pickup lives on as a hardcore salt lake racer. Never say die. 7: This photomontage appeared on our Facebook page, from **Martin** who explained, "My daughter and I recreated this memory from 1988 to the current day 2014. You don't really appreciate these moments in time until you look back all these years later. Thanks **Tatjana** for the help with the photos." 8: A very **Charger** wedding.

Recently, some previous members of the various early incarnations and splinters of our club (such as the **CMV** and **Chrysler Coupe Club**) have made contact with the current CCCSA on our Facebook page, and better yet some have actually returned to the CCCSA – like **Don Acland** (welcome back, mate). **Jay Young** recently wrote on the net: "I remember going to some meetings, a guy called **Flagon Jeff** and **Adrian Cornish** come to mind. I have some photos of a Chrysler show at Camden Park around 1985ish, showing a **Charger ute** custom and a black 440 **Dodge Challenger**..." **Adrian Cornish** once owned **ValWreck** at Willaston. And then via **Don**, former president **Ian Whitmarsh**, brother of club founder **Wayne Whitmarsh**, reached out to us. **Wayne** moved away to Nildottie to take up market gardening before passing away in 1990. Then **Ian** took over the presidency at this time with the aid of **Don**, and later moved to Nildottie too. After that, **Wayne** and **Ian**'s father **Reg Whitmarsh** was elected to the Chair for 1995-1996, as the **CMV** club became the modern CCCSA. **Ian** kindly put up these family photos from the very early days of the **CMV** club, around the time it formed in 1984. We don't know who all of these folks are, but if you do, please tell us. From all reports – and these awesome snapshots, it appears they were revheads and hellraisers who loved to party hard as much as they loved to drive hard! The CCCSA is actually in the process of mapping the early days of our club – with a view to putting together some sort of accurate timeline, and maybe an honour roll. So please, help us track down our early history!

(Overleaf) 9: **George** the dog guarding the **Scorpion**. 10: This was the sign on the old **Nissan** hut next to the Strathmont Boys Tech highschool. That's where the club started. 11: **Frank** (?) and his **White Knight Special**, with **Peter Williams** in the background. 12: **Don Acland** still carries his old membership card around in his wallet! 13: Early club day out – featuring **George** the dog and **Ian Whitmarsh** sitting back-to-us in the chair, a **Graham** (?) to his right. 14: A club run to **Belair National Park**. 15: Club barbie – featuring **Wayne Whitmarsh** (with moustache), **Allen Reid** (in the **Direct Connection** t-shirt) and **Barbara Whitmarsh** at back. 16: **John Perry** tells us that he "got the last set of VJ guards from there... went on my hardtop". 17: The **CMV** out to dinner – backrow **Wayne Whitmarsh** far left, **Ian Whitmarsh** third from left with **Archie Cowie** (in a headlock), **Clive** (?) in the check shirt, **Allen Reid** in shirt and jacket third from right. Frontrow, **Barbara Whitmarsh** first far left and **Graham** (?) again) second from right. 18: **CMV** kids – from left, **John**, **Jane**, **Chris**, **Sandra**, and **Damien Whitmarsh**. 19: Remember the **Direct Connection** pro-stocker?



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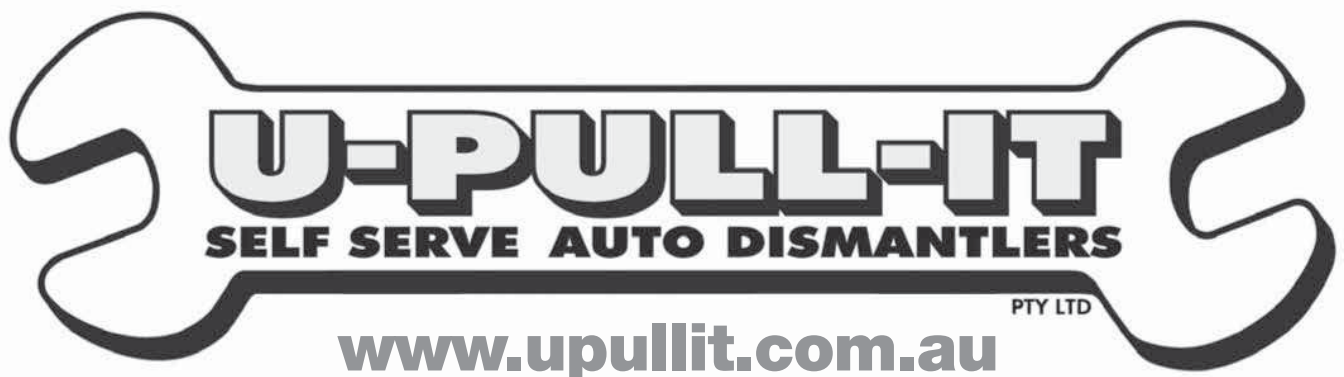
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1954 Plymouth – \$3500
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– **Mick Zerk 0427 249 070**

can email photos or add explanation

1973 VJ Charger XL rolling shell suit resto. No engine or trans. Was floor shift auto 245. No rust was about to be painted.

Can view in pieces – \$8000 ono

– **Jordan 0413 232 411**

Dodge Polara 1967 383 auto – windows missing, not running, pillar less body not too bad.

Located Kadina – \$2000.

– **Channon 0417 818 424**

(or see John Eckerman)

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Wanted to buy, any Valiant either complete or a restoration project

– **Adam 0433 347 970**

VH Hardtop

– **Peter Silver 0427 171 215**

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– **Tony 0404 745 245**

VC/VE V8 hubcaps & V8 airconditioner

273 V8 block only \$150

– **Susannah 0421 899 704**

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– **John 0419 146 294**

karndakorunye@bigpond.com

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Instrument panel for CH walnut wood grain (must not be modified for other radio)

– **Theo 0457 819 981**

Left hand and right hand gutter mouldings (wide) to suit AP6 V8

– **Steve Tabaka 0412 802 948**

CL/CM fan shroud suit V8

– **Susannah 0421 899 704**

MISCELLANEOUS

All Chrysler Weekend official DVD for sale (2014, 2013 & 2012)

\$12 each.

– **Nick Majcen 0423 167 338**

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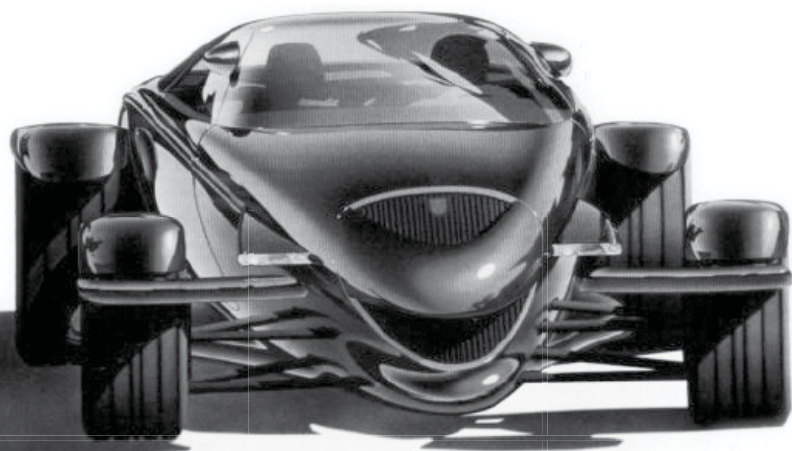
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The recently deceased **Boyd Coddington** became an icon of custom car design from his TV show **American Hot Rod**. Coddington employed some amazingly talented craftsmen to build exceptional cars from scratch.

Perhaps his most famous apprentice, custom designer and cutting edge wheel designer **Chip Foose** (who is now known for his own show **Overhaulin'**) once showed this concept car he put together years ago to **Chrysler**.

Apparently the designers were so impressed with the design, it evolved into the **Prowler** concept... and once again, as they say, the rest is history.



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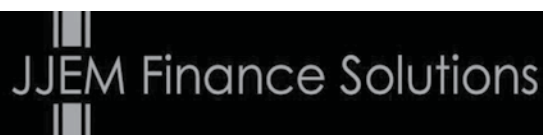
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Event	Date/Time	Location
CCCSA Cruise	December 6th & 7th	Vine Inn, Tanunda
CCCSA December Monthly Meeting and Xmas BBQ <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Xmas BreakUp just before the Monthly Meeting</i>	Tuesday December 9th 6pm for 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Jaf's Last Cruise of the Year 2014	Saturday December 27th at 7pm	Meeting Point TBA
CCCSA January Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome.</i>	Tuesday January 13th 6pm at 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Cars of Australia	Monday January 26th	Strathalbyn Oval
CCCSA February Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome.</i>	Tuesday February 10th at 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
CCCSA March Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome.</i>	Tuesday March 10th 6pm at 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Old Skool New Age	Saturday March 21st	Morphett Vale Football Club
ALL CHRYSLER DAY Weekend	27th to 29th March	Urrbrae AHS



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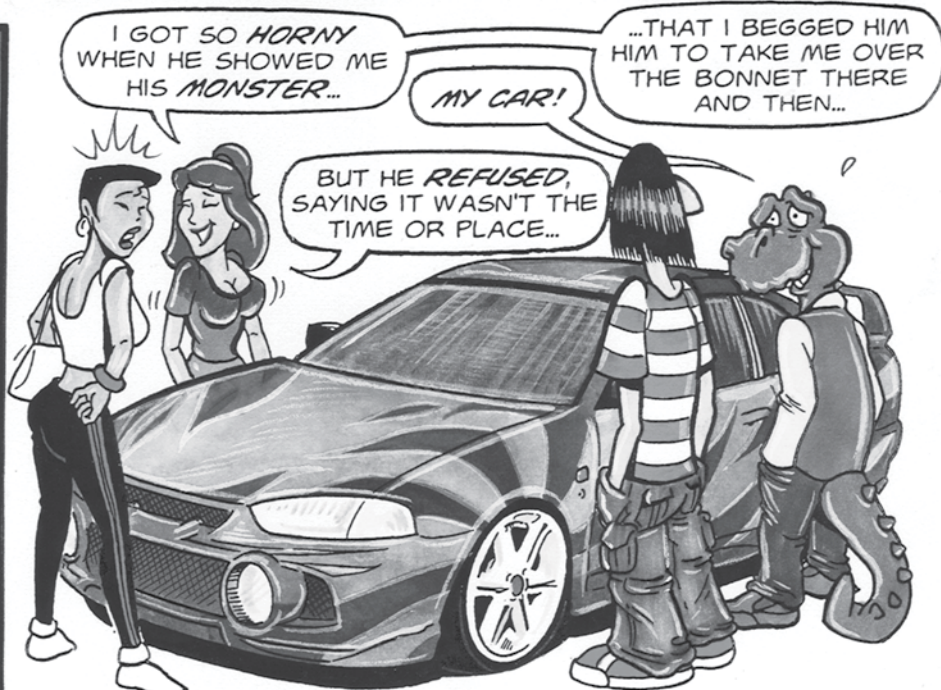
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