



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



ALL CHRYSLER DAY 2015



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH - MAY 2015



All correspondence should be sent to:

The Chrysler Car Club of South Australia Inc.
PO Box 240
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General Meetings are held every second Tuesday of every month at:

Model T Clubrooms
(directly opposite Officeworks)
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Membership Fees

Regular - \$40.00 per year (& quarterly magazine)

Historic Registration - \$50 per year (& quarterly magazine)

G'day. Welcome to the 2015 *All Chrysler Day* special pictorial edition of **Torqueback**. I hope this will be a long and lasting souvenir of this year's show weekend. For many, *ACD 25* (yes, that's right, I'll tell you more all about that next issue) was our best yet. Hope you enjoy this record of it.

Unfortunately my plans were hijacked by a full-on and sudden dose of the flu. Even though I started my holidays on the Thursday so I could attend everything, I wasn't strong enough to get up out of bed and even start up the **Val** until Saturday night. I missed the *MegaCruise* and went to bed early. But I made it on the Sunday and although I would later pay for it, it was worth it.

I'll let some other good folks thank all those behind it, as well as describe and review the show (as you'll read in these following pages). But my greatest response to ACD was a real sense of 'community'. Now that might sound a bit wanky, but I mean it. And I reckon many others would understand what I mean.

At the recent monthly meeting after the show we had a discussion about the positives and negatives. The washup. I think the positives far outweighed the negatives, as the show continues to grow and the club is healthy as a result. Just keep reading and you'll see ample evidence of the positives.

We can't afford to rest on our laurels though. We can't become arrogant or grow complacent. We all know the club isn't perfect and not everyone agrees with everything – and neither should they. That's what being in a club is all about. To have your say. To contribute to

that community. So we still have some things to work on (like getting more to pitch in) – we probably always will, as the club has to keep continuously improving.

Before the weekend there was some debate about the trophies and the swapmeeters.

I think the trophy issue has found a compromise. I believe most of the winners were cars that would've been awarded by an independent judge just the same. Although I don't have a showcar, I hope everyone can get used to this new approach.

And after a change of mind, I now also reckon we should try and think of ways to look after the swapmeeters better. When Life Member **John Eckermann** posed the question, how many members had run a stall and knew what was involved? I realised I didn't appreciate how hard it must be. So thanks John. And it's good we could openly and freely yak like that about that in the club, so I trust it'll get sorted.

My point is – that sense of 'community' I mentioned earlier. It's history. And a collective love for something. A common denominator. ACD is more than a car show. It's a meeting of the **Mopar** nation. Certainly not the biggest, but definitely the most authentic. Home.

And many people go to show their pride and joy. Some are competitive, others like me are just happy to get to park there! Many others just hit ACD for parts – indeed they join the club so they can find parts. (I know that was one of the reasons why I originally joined the **CCCSA**).



Just sayin'.

And I can – because that's what being a member in the club is all about.

So sure, the club's not perfect – but it's pretty bloody awesome. And while our *All Chrysler Day* isn't *Carlisle* or even *COTM* – silly to even try to compare – I love our ACD more and more every year. Don't you?

We know our place. And it's good. Enjoy it!

Just make sure you have your say (to change a mind maybe) – and consider helping out next year. Keeps the club alive. Keeps us – and our cars, relevant.

Hope you enjoy this issue.

Cheers,

Dave H





Well hello again.

Here we are in the bumper *All Chrysler Day* edition of **Torqueback**. It's a massive edition because it was an awesome show. **Andy Kloot** has deemed it "the best one ever" and I won't argue with someone who has been round the club as long as he has.

At the end of last year's show I was completely disenchanted with the whole thing. Fast forward to 2015 and it's a totally different story. **Andy Radloff** recently told me that he always felt 'empty' after *ACD*; sad that it was over and wishing for more.

I think I told him he was daft (or words to that effect), but you know what, I felt a little bit that way myself this year.

So what made it so good? There's many reasons, but I'll pick what I think are the main ones. First and foremost, we have a great team now running the show, extremely ably led by **Jason Rowley**, and backed up by enthusiastic volunteers. Thanks to Jason and everyone that helped out on the day. Next, we now have the measure of Urrbrae as a venue. We understand what needs to be done to lay it out and make the most of the space (and there's plenty more room for more cars!). Next, the weather was perfect. I have to admit to being against the move from the last weekend in February, but I'm convinced now it was the right decision.

From a personal perspective, the change of the format for judging was brilliant. By 12noon the winners were known and I had time to walk round and check out each car that had won a trophy. By 1:30 I was having beer in the **Brew Boys** tent. I haven't been able to do that for the last three years. I have to say a big thankyou to our sponsors who did the judging. Everyone took on the task enthusiastically and I think the results were spot on.

And while I was walking around, the whole thing had a really good community vibe about it. People were socialising, chatting, swapping stories about cars and

parts. It really felt more relaxed and informal this year. And people weren't in a hurry to leave after the trophies were presented. Talking to some of our interstate visitors, they were wrapped and plan to be back next year.

I think the highlight of this year's show has to be the pentastar layout. **Chris Hastwell** and **John Leach** did a brilliant job of marking it all out. If you haven't checked out the drone video on our website, make sure you head over there and be amazed!

2014 set a benchmark in terms of a great theme. I think we raised the bar this year and it will be interesting to see if we can top it again in 2016.

Speaking of which, the last weekend in March falls on Easter, which could be a blessing or a curse. Overwhelmingly people are saying, have a crack at holding it over Easter. So that's what we plan to do. It's a one-off at this stage, but who knows, if it works, it may become a permanent feature. So, if you think you can contribute, please put your hand up for the *ACD* sub-committee when we ask for volunteers later in the year. We need some new blood and ideas to keep it fresh.

Thanks to everyone who helped, entered or just came along on the day. I won't go as far as Klooty, but I'll go out on a limb and say it's probably the best *ACD* since Gleneagles!

Till next time, keep it Mopar!

– Iain

Vale **Leo Geoghegan** (16 May 1936 - 2 March 2015)



Hi all, time again for my dialog.

The year is passing very quickly. Hope you all had a good four day break over the Easter weekend.

We went to the *Australia Day Show* at Strathalbyn again this year and the **CCCSA** did very well, winning a trophy for the second year running for "Best Club Display." Our vehicles looked great with the banners and flags flying above all of them.

In February we joined the **Chrysler Restorers** for a *Valentine's Day Cruise* to Moana. Although the weather was quite hot, it was a a good show of vehicles. Thanks to **John, Matt and Damian** for a barbie tea, it was a perfect evening sitting on the lawn watching the sun set into ocean, enjoyed by all.

Next on the agenda was the enormous preparation for *All Chrysler Day* which for all involved has been a very busy few months – getting sponsors, organising events for the weekend, the big *Mopar MegaCruise* which is enjoyed by all, getting the oval marked out for club members and timeline vehicles to fit into the shape of the pentastar, along with organising entries and goodie bags. We had over 250 vehicles enter this

year which included swapmeets and trade stalls and another 50-60 vehicles that used the *Moparking* area – so over 300 **Chryslers** were parked on the oval.

Speaking to a few of the interstate 'moparheads' that came over for the weekend, they were impressed with the Moparking innovation and pondered taking that idea back to their clubs. They loved the three day event commenting there was "something to do everyday they were here". The new judging system seemed to be well accepted along with our club display, and the club tent in the centre of the oval worked really well with club members answering queries about the CCCSA and looking after the merchandise.

We would like to thank all members who volunteered on the Saturday and Sunday, especially those who arrived very early Sunday morning to help set up for the day making it the success that it was. And of course, also a special big thankyou to **Jason Rowley** for chairing the event.

Next on the agenda is the *Classic and Vintage* on the 19th of April at McLaren Vale, then we have the *Cornish Festival* at Moonta/Wallaroo on the 24th of May which is another great weekend run for your vehicle.



Later in June we'll have the CCCSA's *Historic Registration Day* on the 21st June this year, and for all other club events please stay tuned to the events calendar.

OK, that's about all from us for now. Safe and happy motoring in your Mopar.

– Di

HALLETT COVE

Drumming to save dad

RECORD BID RAISES CASH FOR A CURE

Sophie Perri

ON FRIDAY at 2pm, drummer **Moni Lashes** will set up her kit in Rundle Mall and start to play – and she won't stop for 24 hours.

Monica Dimasi, who plays in local band **The Babes** as **Moni Lashes**, will attempt to break a world record for the longest drumming session to raise money for life-saving treatment for her father's rare form of multiple sclerosis.

If she succeeds, she will be the first female to drum non-stop for 24 hours.

Dimasi is hoping to raise \$20,000 to help get her dad, Dominic, to Moscow for the treatment, which has a 99.9 per cent success rate.

"My whole family has already raised \$30,000," she says.

"They have been fundraising for the last year and have their own ways of doing it because they have their own businesses, but with my business the only



Monica "Moni Lashes" Dimasi is a drummer from local band **The Babes** and will attempt to set an official world record in Rundle Mall – drumming non-stop for 24 hours. Picture: KERYN STEVENS

thing I can do is drum," Dimasi, of Hallett Cove, says.

"I just wanted to push myself and see how far I can get with my drumming ... and it encompasses everything my dad gave me (because) he was my first drum teacher when I was little.

"He thought I was being crazy for doing this and didn't want me to injure myself, but we are very similar and he knew I wasn't gonna back down."

Dimasi has been setting aside a few hours each day to practise and has been testing her stamina by air drumming with hand weights.

On Friday she will play along to the radio and will have her husband and brother – a security guard – with her during the wee hours. She plans to only take a five minute toilet break every six to 12 hours.

"The old record holder had a break every hour for

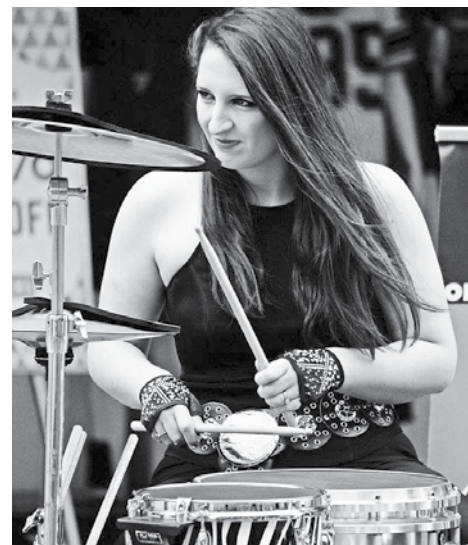
five minutes but I'm trying to go way longer than that," she says.

Dimasi is confident she will break the record, held by American man Andrew W.K.

"I'm pretty stubborn," she says.

"I know I'll be in agony at the end but it needs to happen, for dad."

Donate to the cause at thebabesrock.wix.com/lashes24hourdrum



SHE DID IT! ADELAIDE IS PROUD!!

Moni Lashes became the first female in the world to drum for 24 hours (along to **Triple M Adelaide**), and the first person to drum for twenty four hours without a single break or stopping, and OUTDOORS!

Even better, she raised approximately \$9,000 to go towards her dad's treatment for aggressive MS.

She is now only \$11,000 away from their target!!!

You can still donate here: <http://bit.ly/1GI4hMi>

And check her vid here: <http://bit.ly/1CNUO8A>

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ALL CHRYSLER DAY WEEKEND OVERVIEW

What an *Awesome* day

Hi everyone, I hope you all had an *Awesome & Fabulous* day at the *2015 All Chrysler Day*, as I did.

A welcome change for me was feeling a lot more relaxed going into the Sunday; I still didn't get time for photos, but I did clean the **Dodge** up. Unpredictable weather two weeks out led to a forecast of 29°C and partly cloudy, so it was high-fives all round at our house, even the cat got into it (as if)! Friday-to-Sunday temperatures mellowed even further, to an absolutely perfect 27°C and cloudy on the day – OK, our soft-drinks sales guys may have complained ... not the **Brew Boys** and **ShowBlock Wines** enclosure, that was pumping all day to great rock'n'roll from **Get Back!**

Many people have fed back that the whole vibe of the event was far more chilled out, family-oriented than previously. I'm sure this was due to the **ACD Team** having bases covered at least a week out from the event, requiring only minor run-around in the last few days before. Great team! Also to the decisions we made to simplify various aspects of the weekend (esp. awards and side-events). Changes to the awards process gave some initially robust discussion at meetings and on Facebook. Involving our sponsors to award the favourite car in their category, provided them much more connection with the event, plus an opportunity to see the show. Award-meister **Iain** reviewed each choice, giving him opportunity to see all the cars too, he was sure the cars chosen would have also won in a formal 'points' judging process, which has previously been an all-day effort for him and a few people.

Meet the family

We kicked around Theme ideas, asking "how could we top 2014's *Dodge Centenary?*" - maybe it wasn't feasible to top that. What better way to make it more a family event, inviting **Chrysler's** 'extended UK **Rootes** family' the **Humber**, **Hillman**, **Sunbeam** and **Singer Clubs**, at the same time as celebrating the *Awesome Mopar* eights? When

I contacted the clubs and floated the idea, their response overall was very positive, and gave such a range of *Fabulous* vehicles (and for many of our usual spectators, different) in the timeline. Thanks to all members in our 'cousin' clubs who participated on the day, even though most of the **Singer Club** had a commitment to a national rally in Queensland.

Always something going on

One of the weekend's successes in recent years is the variety of events we offer. The Friday cruise was well attended by interstate guests, **CRCSA** and **CCCSA** members. A couple of spots of drizzle on the way to Victor Harbor could not spoil the cruise on great scenic roads (yes, some at a ridiculously respectable pace). After an enjoyable lunch at Victor, on to an amazing private collection of rare vehicles, bikes and auto memorabilia, situated with stunning views across Encounter Bay. Who knew that **Ariel** and **BSA**, early UK motorbike builders, also built cars back in the 1930's? Not me! Well, there were three in this collection – as well as the bikes, and so many other fascinating collectables. Our thanks to our host **Paul**, and again to **Chris Howes** of the **Restorers** for setting up this event – it was much appreciated by all who attended.

Friday night at the **Tonsley Hotel Chrysler Bar**, was better attended than last year and attracted more interstate guests. It seems scaling back to one night was the right call, and we will do this again in 2016. Sincere thanks to **AMS Security** (**Angelo** and **Desi**) for providing a security guard in the carpark, so many of your great Mopars were able to be there. Please give AMS your support when you need security services.

The Saturday morning run was again not well attended, similar to 2014's lacklustre turnout for the two morning events, so the committee has decided to discontinue the morning event next year.

On the flip side, the **Mopar MegaCruise** continues to impress with another great turn-out. Thanks to **Chris Taylor** for again putting the run together!







I'm told **Cam Taylor** (Chris' son) and his band **Apricot Jam** provided great tunes at the start and **Hallett Cove Little Athletics** BBQ again fed everyone. Involved in set-up duties, I was a bit late for the kick-off, but driving the **Challenger** back up Fullarton Road, seeing the continuous stream of all things Mopar heading the other way was just mind-boggling. I'm sure the CCCSA runs the biggest Chrysler cruise in Oz. So if you haven't been in it, you should next year!

Thanks to the usual suspects - and a few new ones

One cold, rainy late winter's night, our band of intrepid adventurers met in a dark tavern not far from the showgrounds ... and decided they would continue their quest. They had done it before, they knew what was ahead of them and that made it easier ... to run one of the best Chrysler events in Oz!

My sincere thanks (as always) go out to the core committee, **Chris and Di H., Iain C., Hugh M., Greg H., Chris T., Damian T., John L. and Matt L., Dave Heinrich and Dave Hocking** – and our indispensable CRCSA guests, **Brenton G. and Chris H.** It wouldn't all happen without you guys operating as a great team. This year it has been the usual suspects from the main committee, both planning the events and doing much of the set-up.

It was encouraging to see several new faces join the extended 'do it on the day' team. Some very recent members are already participating in their club! Well done guys! Over 90 volunteers from two clubs now run the event over 3 days, so I won't name everyone, but thanks to all of you!

Uncle Sam needs your input

I would encourage more participation from all our members with their extensive skills. I know many are not engaged, but I was mildly surprised to get a SMS in late March from a member asking where the show was!!

Your new faces and new ideas on the subcommittee would be much appreciated; even if you volunteer to only take on one small task, it can be an easy one and still lightens the load for everyone else. The best way to have a say is to be involved, and it is a great team to support you!

Stay tuned-up for exciting developments and changes for the ***All Chrysler Day 2016*** – it just happens to be Easter Weekend! A proposed itinerary for comment will be on-line soon.

See you out on the road – I'll be the guy making one more fuel stop!

– Jason









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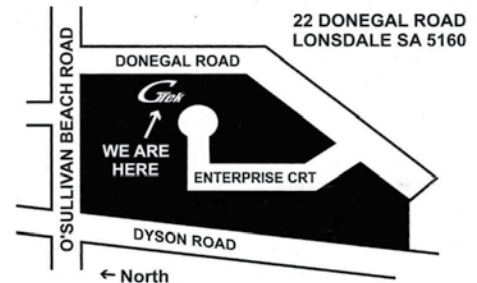
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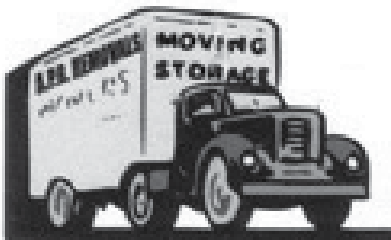
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SARAH MICHELL

Hello,

I'm **Sarah** and I enjoy spending time with people who have cars.

I started enjoying cars when I was in my teens. I had to if I wanted to hang out with my father and brother, so we would all watch the Sunday car race on television with the likes of **Alan Moffatt**, **Dick Johnson** and **Peter Brock**.

I brought my first car, a **Datsun 200B**, when I was 18 – after many times of borrowing the family car. That was a **Jaguar Series I**, white of course. I then moved later onto a mustard 1974 Toyota Corolla 2 door hatch when I was about 23.

I had to buy a new old car later, a **Toyota Corona** 1984, due to the hatch being a popular car with thieves for stealing. Apparently I had a lot of great parts – somewhere out there is a beautifully restored old thing thanks to my contribution!

When my parents both died seven years ago 6 months apart from bowel cancer, I decided to buy with their help my beautiful white 1970 **Chrysler VF**. The Valiant's rego being after my parents: **RJS 1970** – “**RAY JOSEPHINE SARAH**” and the year of my birth.

I was told about the Chrysler club and joined a few years ago. I have started to meet a lot of beautiful people there. Sure, it does take time to get to know people but please don't hold back.

Buy a car – anything old, new or a restorer and join a club. You don't need to know anything about cars, and you can enjoy the company of young and old – in fact I think it keeps some of us a bit young at heart. And where else can old people (or should I say us middle age people) spend time with the younger ones when they want to...

I added to my collection a white 1970 **Chevrolet El Camino** lefthand drive ute so I could join others on cruises like the **Zippel Cruise**.

For me, having cars helped me get through a bit of a lonely time. I now have a great life with a beautiful best friend, and we enjoy our cars and the social time it brings us.

So thank you to everyone who has made me feel welcome, and I hope to see you all soon...

– Sarah







Sarah Mitchell

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ON A WING AND A PRAYER...

After a long day preparing everything that you think you will need, and even longer time making sure your car is ready for a 2500 km round trip, I finally got to bed about 11pm the night before I knew we had to get up at about 3.30am. You see, we were meeting up with **Andy Kloot** and **Gavin Farmer** with his wife at 4.30am and going in convoy across to Albury.

As it turns out, I set the alarm for 3.30am and got a call from **Lesley** at 4.05am to find out where we were, as we are giving her a lift to meet the others at the Bridgewater exit on the freeway. **Ingrid** and I got up and were heading to pick Lesley up 4.10am. That's right, five minutes dressed and on the road. To cut a long story short, we were late 30 minutes and Andy doesn't like waiting, so they went on ahead and we caught up with them at Kiata.

Andy's friend **Rod Warrick** has a collection of cars, mainly **Leyland P76** but does have a vast collection all housed in 3 large sheds all fitted out with period signs and auto memorabilia that would make the die hard collector envious. I have had the pleasure of seeing this collection the previous year when going across to Albury with Andrew and still amazed what I saw this time that I missed on the last trip.

About an hour or so we all headed out on our way, cutting through Dimboola to St Arnaud, then up to Bendigo and around Shepparton – where we stopped for a toilet break. Well as you do, you lift the bonnet and check things out to make sure it all OK and it is not. I spent about 50 hours in total making sure everything is good, but you just can't check radiator welding on the top tank because it wasn't leaking when we left – but it is now. Albeit a weep, you just don't know if it is going to get worse or just stay as it is. So I decided to get Ingrid to call Natrad in Wodonga, and tell them the situation we were in – and they booked us in to get it repaired first thing Friday morning. Friday morning comes around we take **Mr Big** to get inspected. The guy has a look and says "we should be able to repair that." I thought "great, easy fix". "Not so quick" he says, "I'll just check what we can't see" and that is under the top tank. Well that isn't good, we find that it is weeping from there as well. It'll need a new core and he would not be able to do it.

Great!! 1000 kms from home and a radiator that can blow at any time.

Well, we drugged on back to the motel and Andy stops at **Repco** and decides to do a quick fix. Alumiseal and silicone will do the trick with a 7lb radiator to make sure not to build up unnecessary pressure. Luckily I bought my tablets because my pressure was running a little high too! So we put the stuff in the radiator and patched up the outside with silicone. It worked for a bit. In the end I just put on the normal cap as the 7lb was making it boil, as we found out going up to the Lookout at Albury.

On Friday, the **Albury-Wadonga Chrysler Club** held a motorkhana event at the new **Driver Education Centre** just out of Wodonga. They were doing go-to-whoa and all that sort of stuff. We decided to go and have a look and misreading the brochure headed to Winton Raceway instead – only an hour away in Mr Big, leaking radiator and all. We then found out that Winton wasn't the place they were having this event. Drive all the way back, stopping for lunch at Beachworth, and Glenrowen as well. We finally get to the correct place, but too late! We met up with **Charles Lee** and **Dave Townsend** though. And a little later with **John** and **Mathew Leach**. They said we didn't miss a lot as only a hand full turned up. Being a working day, that would have made it difficult for some.

Saturday is registration day. We met up with **Jason Rowley** at the entrance by himself. The others that came with him decided to go sightseeing. We set up and had some breakfast then had a bit of a look around. I think we had a better turnout of swapmeet sites at **All Chrysler Day**. There really wasn't that much around. There was a lot of trade stands such as **Elko** and **Pentastar Parts** for all your new reproduction stuff. Just thin with NOS parts. A lot of people are restoring this marque now so there is only a certain amount of parts getting around.

I will say though they have a big turnout of cars. There are a lot great looking cars and being 'American Muscle' as the theme, there was some fine examples there. My standouts by far are the **Dodge Daytona** and **Plymouth Superbird**. There is also a Limelight coloured '70 **Challenger** with a 572 Hemi doing the same numbers in horsepower on the dyno show day. The **Dodge Nascar**. There was also the most dubious conversion on a **Nash** that I've seen before.

About 2pm we cruised on out to **Kinross Pub** where they were doing a photo shoot of the American Muscle cars. We caught up with more members in **Stuart** with his friend **Dion** and wife **Glenda**, Jason picked up **Karen** on the way while **Robin** and **Marg** came along as well. A great turn out of Mopar Muscle at the pub with the two winged warriors at the front of the photo. The cruise to Hume Dam was great, but would have been fantastic only if more cars came along. I think we counted half a dozen on the entire route.

Saturday evening was the seminar at The **S.S and A** club in Albury where we got to hear **Rick Ehrenberg** from **Mopar Muscle** magazine talk. Very interesting indeed were his thoughts on the Australian A Body compared to the American. His views on the way we are heading as far as customising too, going away from big carbies and tunnel rams towards electronic fuel injection. That evening the organisers gave prizes for best cars in the carpark after the cruise. The task was given to the guys from the S.S and A Club to decide. Well the president thought Mr Big was a worthy winner! So I managed to get third palce and win 100 bucks. Excellent! Petrol money.





Sunday is Show Day and all the crew is here. We set up and it looks great. By far the best looking club display there. I thought there were a lot of cars on Saturday, but even more turned out on Sunday!

Unfortunately you can only park so many cars one way and that is like a carpark. But what a carpark!

There were rows and rows of some of the most interesting and awesome looking Mopars you will see anywhere. **Christine** never looked so beautiful in blue and white. 'A' body Barracudas, 'Cudas, Challengers, Chargers, Coronets, GTXs and Roadrunners of all colours. It was great to see and hear some of them on the dyno. They also fired up the Nascar again.

After the show it was back to the caravan park for a BBQ dinner with Gavin and his wife, Andy Kloot, Charles, Dave, Lesley, Jason and Karen, Stuart and Dion, Glenda, Robin and Marg, with Ingrid and myself.

It was fantastic weekend away and a great drive home in convoy, staying overnight at Tooleybuc. Made it all the way home with a dodgy radiator that never got passed the quarter make on the temp gauge.

Next year's spotlight is on '**Chargers**' so I'm making plans already to take **Coupe1** across!

Cheers,
Damian



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THE MAD MAX COLLECTIVE WEEKEND

After almost a year in the shed it was time to get the **Zombie Hunter** back on the road. The "Zombie Hunter" label has been on the car for over six years now, since it was in the *2009 Adelaide Zombie Walk*.

This car has become quite well recognised on the streets around Adelaide, as I drive it around in all its rough glory (and people are always asking if I want to sell it, like they think they'll get a bargain because it looks so rough). And it's well known from the comic books I make (thanks to **Dave Heinrich's** fantastic artwork on the covers starting with *Decay #1* way back in March 2010).

So I was really missing not having it on the road and longed to be back behind the wheel. And with the bi-annual gathering of **Mad Max** fans at Silvertown fast approaching, and the *2015 All Chrysler Day* not far away, it was the perfect time.

So, with a new relay on the starter motor, good extractors, head cover, gaskets, filters, hoses, oil, tune and tidy, rego and insurance, it was good to go. But I still wasn't confident driving such an old rough car on a 1,200km round trip, so a car trailer was the go. I seriously considered buying one, as it would be a handy addition to my 'collection' (see www.darkoz.com.au/cars), but it wasn't in the budget (not yet any way). I got a great deal on a weekly hire, including chains, straps, electric breaks, etc.

It was my first time towing a car trailer (and I did it alone) and even though the **Valiant** is a 6 cylinder, not a V8, it was still over the limit – which I could really feel a few times (here's a handy tip – don't swerve to avoid squashing a lizard, the 'sway' it sets up could easily send you off the road, or into oncoming traffic). I was also lucky to avoid a spare wheel that flew off the back of a motor home as it drove along ahead of me, oblivious to what had happened.

So I made it to Silvertown, got the car off the trailer and drove out to the iconic sites where much of **Mad Max 2** was filmed: the opening chase, the **Landau** crash, and the **Mack** tanker roll over. All of these were filmed on the same stretch of road, just over the Mundi Mundi lookout.

The **Mad Max Collective** is a group of dedicated fans and friends who gather at Silvertown every couple years to celebrate all things Mad Max. And with the **Mad Max Museum** growing all the time, there's always a lot to see. This is a private event by a group of friends, not a public event for tourists, so chances are you haven't heard much about it. We head out there in replica cars and costumes, visit film locations, compare trivia notes, watch the movies, and generally have lots of fun. Some of the stunt men from the original movies also join us – it's a great time.

Although my car isn't a replica of any of the movie cars, it could be – as it is in its rustic presentation, it fits in very well. The owner of the museum is always asking me to donate the car. So he can paint it black, fit a **Pontiac** grill, and add a 'dart gun' in the boot, to make a replica of the car that chases **Mel Gibson** as he drove the Mack truck to the compound (although that car was actually made from an even rarer **CH Chrysler By Chrysler** hardtop).

We were all having a fantastic time at Silvertown and Broken Hill, visiting the movie sites in our costumes, driving our cars and bikes around town and along the roads. I got some fantastic photos of the **Valiant** with **Mad Max** Interceptors, the Mack truck from the movie, and the **Force 10 Charger**, plus assorted motor bikes and people in costumes.

But it all came to an abrupt end with a tragic accident – which I won't go into too much detail about here. It happened at the same time you were all sitting down for the CCCSA's monthly meeting in March.

You've probably all seen the damage to my car, the dent in the driver's door. My car and I weren't involved in the accident but the hardtop – though parked well off the road – just caught the aftermath of the crash as I was standing right behind it, watching. Tragically, a visiting American fan on a motorcycle died instantly, but fortunately no-one else was hurt.

The **Valiant** was still mobile, the door even opens and the window goes up and down (well, as good as it did

before), although it was 1am before I was allowed to move it from the scene. I ended up having to give the **Force 10 Charger** a jump start too.

We all stayed another day, for moral support of those who were affected more than others. I'd already loaded the **Valiant** back onto the car trailer but couldn't stand not being able to drive it, having gone all that way. So I took the **Zombie Hunter** out again, for a few more laps around Silvertown, even along the dirt road where they had started test filming of **Mad Max: Fury Road** a couple years ago. Then it was back on the trailer and the long drive back to Adelaide.

Two weeks later the car was on display at the All Chrysler Day, still carrying the dent and being unwashed to match the vibe. Over the years I've built up a good collection of Halloween type props, to use with my comics and, well, just for the fun of it. So the car was decorated with skulls, weapons, severed hands and a life-size skeleton. It was a hit. The people loved it. The kids in particular absolutely loved it; it was hilarious watching the little ones walk up to hesitantly touch the zombie hanging off the side of the car. It was a fun day and I think everyone enjoyed the car being there, even though it's definitely not a 'show' car. And I got a few strange looks on the drive home, with the skeleton sitting next to me – wearing his seatbelt of course!

Two days later I got a message on Facebook from the guy I bought the car from back in 1999, asking if there was any chance he could buy it back, after seeing it at the show. Aside from the dent, and some mechanical repairs to keep it running, the car is basically in the same condition that I bought it from him. But I love the car too much, and it's a big part of my comic books (having an appearance again in the latest issue - **Decay #19**), so I'll never sell it. I love the old rough look, an apocalyptic style, and I'm not worried about a bit of rain or dust, or a scratch off-road. As long as I keep it running and road worthy, it gets plenty of looks wherever I go.

Cheers!
– DK



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SATURDAY DECEMBER 30

Can this thing get any bigger! There's estimates that the numbers were up around 3000 cars which, as Jaf says, is mental! If you could find a park at the start at Tea Tree Plaza then you were either very luck or very early.

Considering it's all done with a zero dollar budget and by word of mouth, it runs very smoothly with most people behaving themselves. The mixture has changed from the early days of being mostly classics, to a 50/50 mix of modern and chrome.

Great to see the Adelaide car enthusiast fraternity is very strong.

The boys in blue did make life hard for us by turning the northern expressway into a car park by deciding to open up a breathe and defect station. Some of us bypassed that and went straight to the end at Marion where the car park was already full long before the main cruise arrived. Can't wait for next year.

- Iain





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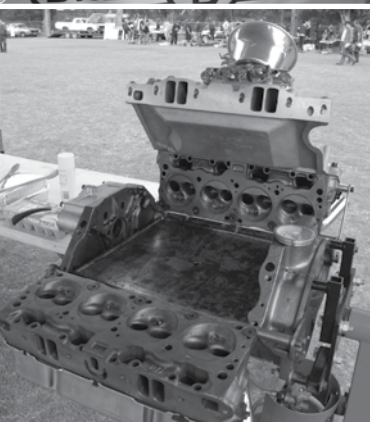
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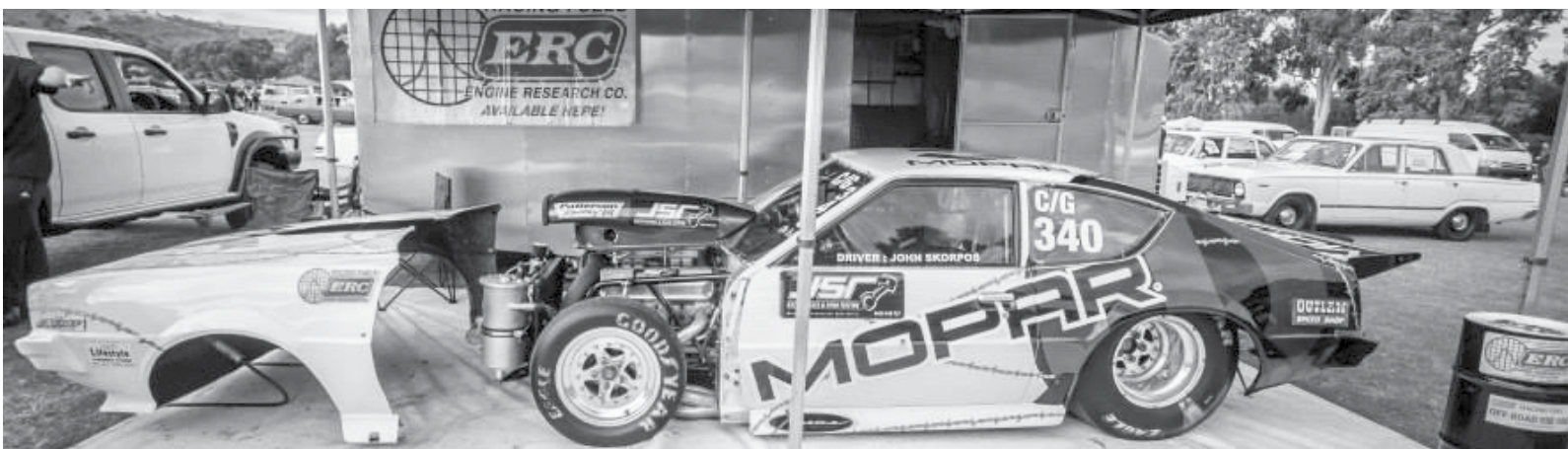
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Event	Date/Time	Location
CCCSA May 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday May 12th 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Everything Chrysler Day <i>Enter at chargerclubofwa.asn.au</i>	Sunday May 17th	Perth Motorplex, WA
Cavalcade of Cars	Sunday May 24th 5.30pm	Kernewek Lowender Cornish Festival, Kadina
CCCSA June 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday June 9th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
Historic Rego Day	Sunday June 21st 9:00am	Model-T Club rooms, centre of Port Road, Croydon
Mopar Mayhem <i>Enter at qlraceways.com.au</i>	Sunday June 28	Willowbank, Queensland
CCCSA July 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday July 14th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon



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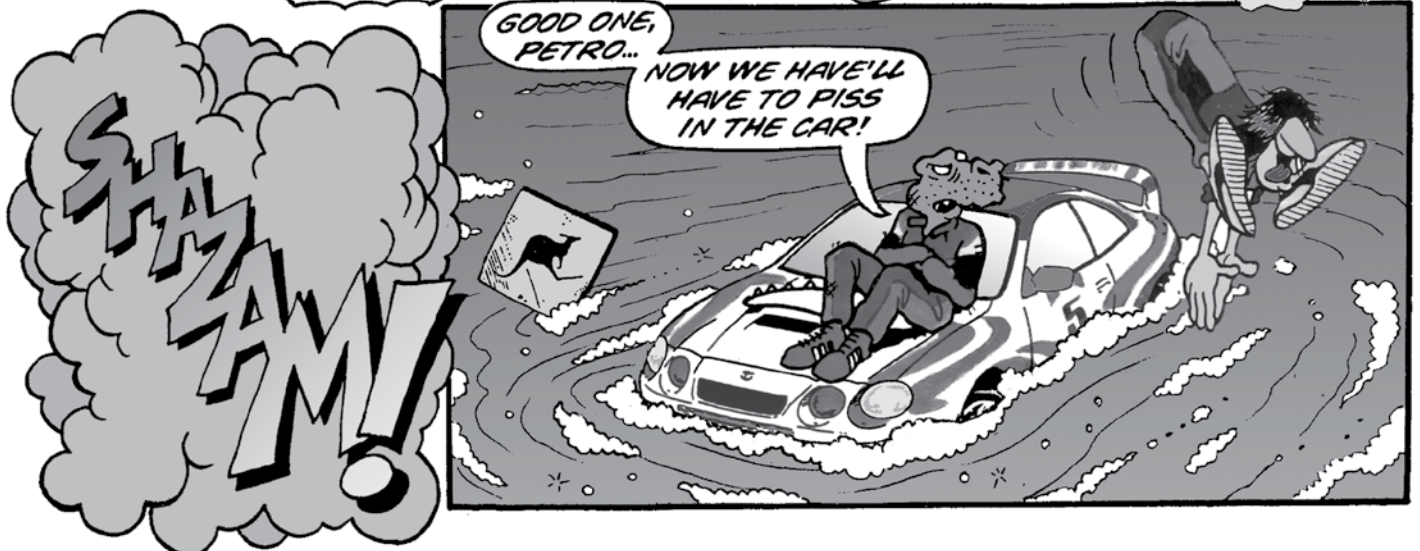
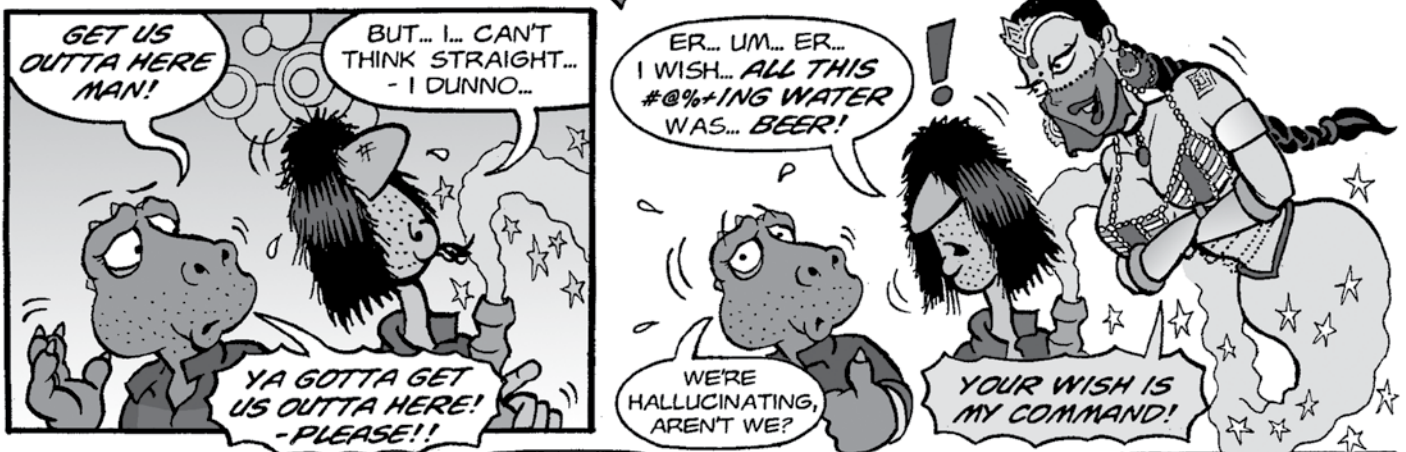
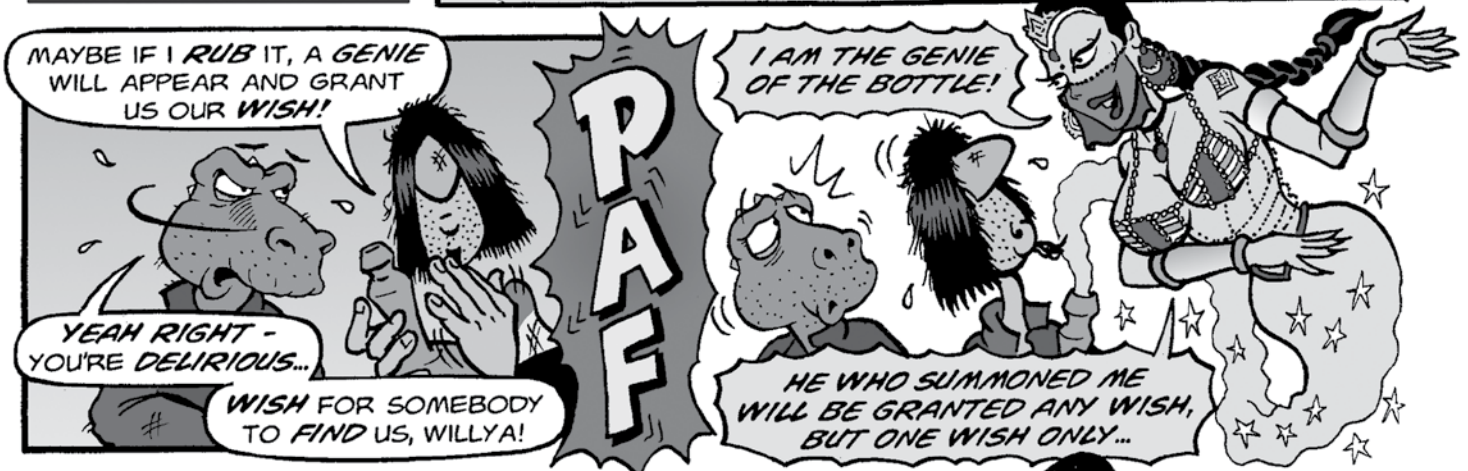
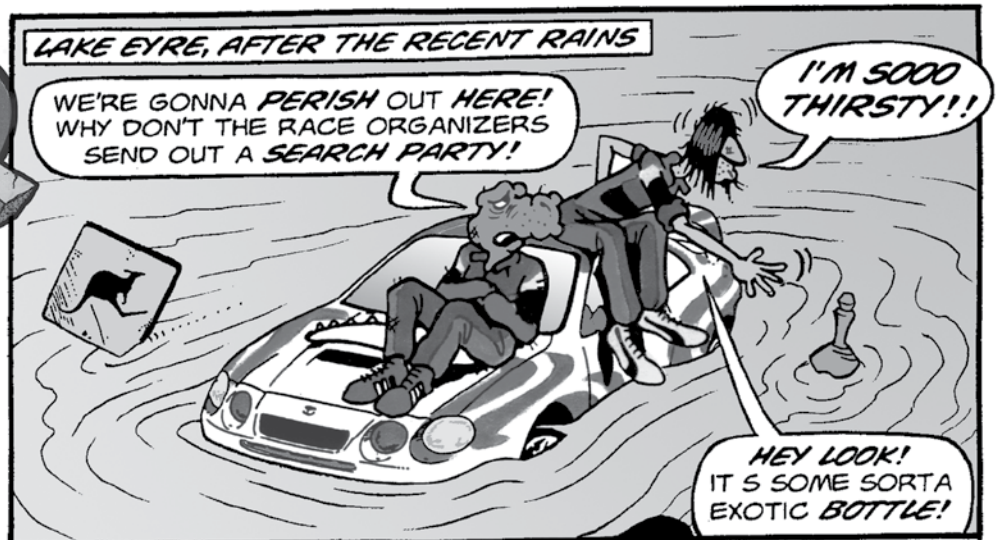
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