



# ***Torqueback***

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



## **MEMORY LANE**





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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

# Torqueback

JUNE - AUGUST 2015



All correspondence should be sent to:

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PO Box 240  
Greenacres SA 5086

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

Membership Fees

Regular - \$40.00 per year (& quarterly magazine)  
Historic Registration - \$50 per year (& quarterly magazine)



G'day. Welcome to issue 24 of the 'new' **Torqueback** entitled "Memory Lane".

A lot of folks probably don't realise just how old and renown our little car club actually is. It's been around since 1977 and has become one of the strongest and most liveliest bastions of **Mopar** culture around. As of July 2015, the **CCCSA** boasts about 250 members with some 400 cars. Our **All Chrysler Day** has evolved from a simple park into one of the three biggest shows down under (along with **Chryslers On the Murray** and **Chryslers By the Bay**) to make a must-do, while the **Mopar MegaCruise** has become as significant an institution as the main showday itself – **Chrysler Action** describes it as "the biggest Mopar-exclusive cruise in Australia."

This edition has actually been a while in the making and wouldn't have been possible without the outstanding help I've received from a number of people both within and outside the club. Over the past six months or so I've scoured the country to find past and present members who were there back in the day, so we could piece together just how the club began and how it has arrived (25 All Chrysler days and 38 years later) to where it is today. In particular, you'll be able to enjoy a number of rare private photos and mementos of the 'old days' generously shared with us. I think you'll agree that they make for great nostalgic reading.

When people often ask me why I do this stuff, I say it's because of that nostalgia. I'm a history buff (in case you hadn't noticed) who loves to hear about good times gone by, particularly if the present isn't always smooth sailing, to help look forward. Let's face it, most of us are probably living in the past, as most of us are driving cars from the past! And it's a cliché I know, but I believe in learning from and being proud of the past, to be confident of the future.

In the late 1980s I wrote a massive history book for the centenary of my old footy club I grew up at back in Gawler. It's quite a famous country footy club but it had been through some lean times. It hadn't seen as many premierships in recent years like it always had enjoyed – and had come to expect. Although this project was more a labour of love I undertook as a tribute following

the death of my father, I also hoped that it might help unite and buoy the club – perhaps even spur it onto some success once again. In the years after the centenary the club subsequently experienced a golden era, because it could draw on its incredible past – I'd like to think in some part with that great history I helped capture – as an example for inspiration.

And that's why we should keep history. That's what makes it important, and why it's worth doing.

Someone has to write that history down.

Probably the thing that struck me the most during that project is how things change and people come and go. How much and how often. More than you realise in the grand scheme of things. I guess that's what life is. Change. They say that the only true constant in the universe is change itself.

Change is how clubs survive. And thrive. As people come and go, things change. New ideas, new ways, new directions. A difference is made. And that's precisely how it should be too. For a club to be healthy it must keep evolving.

The CCCSA has been through a lot of changes and upheavals, as well as the odd long stint where things didn't change that much. Good and bad times. Names, events and places aren't always recorded, and people's memories soon fade. Time flies and then the years go by. Things invariably get lost in time.

So if you're gonna be part of an organisation, like a club – like the CCCSA – then you need to know about it. To value it. To appreciate it. And ultimately to take some ownership of it. And if you're gonna spend some of your own valuable time here, then you ought to contribute to that history – be part of that evolution.

Make a difference. Leave something behind when you're gone. As you'll see in this magazine, this car club will probably be around after we will be.

OK, I'd like to thank the following people for their invaluable input.

**Don Acland** didn't realise it at the time but actually gave me the idea for this project and in a sense was the catalyst for it to go ahead. It was through Don that I managed to get in contact with **Ian Whitmarsh**, and



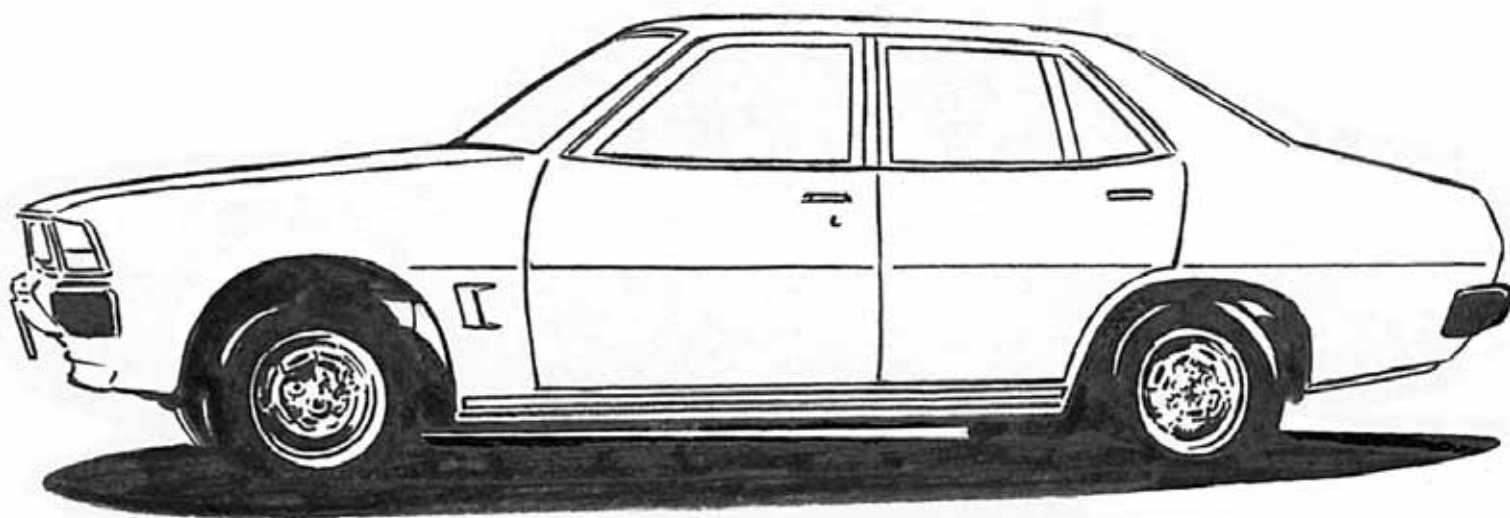
later via the magic of email and Facebook I found **Steve** (via his wife **Linda**) **Curtis** and **Peter Williams** – three pivotal figures in the early days of the club. It's great to see that Steve is still a member and that Ian recently rejoined after reuniting with his old mate Don.

Soon after I was able to hook up with **Louise McCauley**, **Kirstin MacDonald**, **Roy Houweling**, **Andrew Maros**, **Cathy Groot** and **Roy Bussey**. And of course, some current faces such as **Jason Rowley**, **Andrew Radloff** and **Di Hastwell** also chipped in, providing me with old magazines and minute books. Thanks everyone.

Of course, last but not least I should probably write a disclaimer. Where possible I've endeavoured to scribe an accurate record of events from eye-witness accounts and crosschecking any hearsay (that may have become a little fuzzy or romanticised over time) with any hardcopy records that have survived. I'm pretty confident I've got most of this right, but no doubt I've probably made a few mistakes. So if I offend anyway in the process I humbly apologise and assure you it was not intentional.

I hope you enjoy this issue. It's been fun putting it all together. See how we're part of something bigger.

Cheers,  
**Dave H**





G'day all,

Here we are and it's August (and **AGM** time) already! I can't believe how fast that twelve months has flown by. We've had some great events in the past year.

The inaugural kids **Christmas Picnic** was a great day and **Damian** is already planning this year's – which promises to be another hoot. The **End of Year**

**Weekend Away** to Tanunda (via Mannum and Swan Reach) was well attended and very popular with those who came along.

The club put on another prize-winning display at the **Cars of Australia** event at Strathalbyn, taking out the best display trophy for the second year running!

Our own **All Chrysler Day** weekend was arguably one of the best ever and people are still raving about it.

The **CCCSA** was well represented at the **McLaren Vale Vintage & Classic** as well as the **Kernewek Lowender Cavalcade of Cars** at Wallaroo.

All this wouldn't happen without a dedicated team to make it so. Big thanks to Damian and his able assistants **Chris Taylor** and **John Leach** for organising the events. Thanks also to **Hugh, Di, Stuart** and **Greg** for the great work they do in keeping the club running.

Many of our members only come out of the woodwork on **Historic Registration Day** (hello there, it would be nice to see you get more involved during the rest of the year!). It's a great day and runs very smoothly thanks to the tireless efforts of Stuart's inspector team

of **Jason Rowley, John Eckermann, Chris Hastwell, Rob McBride, Charles Lee** and **Dave Hocking**.

While I'm thanking people, **Dave Heinrich** is an absolute marvel. The work he does on this magazine and promotional materials for the club is simply phenomenal. The time and effort he has put into compiling the history of the club that you will find in this edition of **Torqueback** is awe inspiring. Big ups mate!

Lastly thanks to all the members who have helped at any point during the year or just attended events. Particularly those who volunteered at All Chrysler Day to make it such a successful show.

Speaking of **ACD**, next year it's on Easter weekend – so put that in your diary. It looks like being another fabulous show with the benefit of the public holidays to encourage interstate visitors to come for a look. It also ties in nicely with the two week **Tri-Mopar Marathon of Chryslers by the Bay, Chryslers on the Murray** and our own event. It's going to be a year not to miss.

See you out there on the road in ya **Mopar!**

– Iain



# adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Hi everyone.

I'm sitting here in my home office, staring out the window at an almost unbroken charcoal sky and wondering if we'll ever see the sun again. It's mid July and we are going through the bleakest, coldest, most miserable bout of weather in years. Frankly, I'm scared to take my *VIP* out, knowing it's wet weather handling capabilities from past experience. None at all, in fact

It doesn't mean we all started hibernating, though. There were events; our *Historic Inspection Day* for one where the rain held off and everything ran like a well oiled machine. Well, we've had years to get it right. At time of writing, there was the upcoming "*Xmas in July*" on the *Steamranger* which I couldn't attend due to my granddaughters' combined birthday parties being booked for that day. I couldn't miss out on the opportunity of sharing a hall with forty plus children whose ages are eight and below.

There were other events but I'll concentrate on one in particular. **Siemens**; the global engineering and technological corporation, opened their new factory in Tonsley Park on July 15th. They approached the club with a request to provide some Chargers for display to highlight, not only the actual opening but as a focus for a concept that's in the early development phase; a high tech, state of the art, high performance vehicle that will share it's superficial design and name with the *Charger*. I'll write more about this in our next edition as at the moment there's a glitch that seems to be centred around who's paying for what. Rest assured though; they're all adamant that this project will go ahead so be prepared for the rebirth of the Charger. True, it will be in name only so, for those who feel

this is sacrilegious, let me paraphrase a saying from that well known philosopher; **Star Trek's Mr. Spock**: "*It's a Charger Jim but not as we know it!*" Sounds appropriate as they're both set in the future.

Back to the Siemens opening. Thanks to **Richard Peak**, **Peter Silver**, **Dave Hubbard** and **Kym Mitchell** who put themselves out by making their cars available. Also cheers to **John Koz** and **John Leach** who came along and a special thanks to **Charles Lee** who decided to bring his *XL* along, although well after the start. There were over two hundred people who attended, many from overseas who were really taken with the cars. They looked good on television too; especially **Channel Seven** who went to some length in showing our "*iconic Chargers*" as they were named. There was also some great vision of Peter Silver's *E37* leading **Cadel Evans** and a peloton of cyclists through the grounds.

Speaking of Cadel; I have to say he's one of the nicest people you could meet. (That's him in the picture with Richard Peak's *CL*). I asked him on a whim if he'd mind having his photo taken for our magazine, to be told by others that he tends to get upset at getting requests all the time so I let it go.

Anyway, an hour later, when he finished his media assignments, he looked me up and asked if we could do this. As I said, a good bloke who, as it turns out, is a car guy as well. He owns a late 60s *Mustang* and a '59 *Cadillac*, which was given to him by a billionaire who he didn't name and I didn't ask. All he had to do for said billionaire was win the *Tour De France*. He'd actually forgotten all about it until he won the race in 2011, then got the shock of his life when the Caddie turned up, neatly gift wrapped, in his driveway.



I wonder if I could win the Tour De France?

Another project that's under way is the historic timeline in the Tonsley Park complex. **Andrew Dickson** from the **Tonsley Redevelopment** is working on an interactive representation of the factory in it's heyday and that's something else we as a club can help with. There is also mention of a mural with an industrial theme and a walking trail with historic photographic plaques.

I'll post regular updates and progress reports on our website and facebook page. I'll do the same with the official photos and DVD of the Siemens event when they are sent to me.

Until next time

Happy Moparring.

– Hugh



This fella posing with **Richard Peak's CL** at the Siemens launch is none other than international cycling superstar and champion **Cadel Evans** – one of nature's true gentlemen. The opening got spots on each of the TV news services and we did catch flashes of our Chargers... but otherwise they just talked about submarines!



# hoons to historic

THE HISTORY OF THE CCCSA

## VERSION I - THE CHARGER CLUB

The Chrysler Car Club of South Australia – as we now know it, was first formed in 1977. The first incarnation of our club was actually originally a club for Chargers, and with this sports and muscle leaning already in place, modified vehicles of other Mopar models were soon accepted a couple of years later – and eventually any unmodified Chrysler soon after that.

1977

The year is 1977. The average median price for a house in Adelaide is just over 30K when Rundle Mall and the Festival Theatre first open. These are the days of ripples, desert boots, long hair and **AC/DC** were still a local band you'd always hear on AM radio. Both disco and punk hadn't yet really hit our shores. The personal computer was at best science-fiction, television had only just arrived in colour, and everybody still barracked for their local area's footy club in the **SANFL**.

Tonsley Park and Lonsdale were integral to the local community. **Valiants** of all kinds were as common as **Commodores** are on our roads today – while **Chargers** and **Sandmans** would have been the **SS** models and ricers that younger folks aspire to drive now. Everyone could afford gas for a V8, manuals were the standard tranny cheaper than automatics, custom lettering was the fashion for licence plates, and it was long before random breath testing.

The teenage brothers **Ross** and **Peter Williams**, and their good friend **Steve Curtis**, didn't know it then but undoubtedly would become the founders of the modern **CCCSA**. Many of their mates all owned Chargers and congregated at the Williams' boys family home at 2 Siesta Street in Holden Hill – to tinker with in the shed while they talked **Mopar** over a "few" beers. Although Steve Curtis didn't live there, he jokes that he may as well have.



Club founders Steve Curtis (left) and Ross Williams (right) sitting against Ross' Charger outside Steve's house.



Club founder Peter Williams "in his better years" as he says, with his girlfriend at the time **Meredith**, on a trip to Barmera in his **VJ** Charger he describes as a "sweet ride". Peter was 17 then and is now 52, and hasn't had a Chrysler for 28 years – but he still admires them.

Soon enough, the Williams' residence becomes a meeting place for Charger and Valiant 'hoons' from all over Adelaide.

Amazingly, Steve Curtis is still a member today, although he humbly concedes he was never really that active after those initial foundation days and that there was a period of some years that he was not a member of the club, mainly due to working nights and living interstate.

So **Roy Bussey** (more about Roy later) most likely remains as our longest-serving member – as of 2015.

In June 1977, shortly after Ross' 18th birthday, Peter, Ross and Steve form a club they formally name the **Charger Club** – to save Siesta Street from even worse traffic jams and drag races. They elect **Ronny Tapp** as the first president because he was "older and more responsible", well "at least enough to organise cruises and meetings." Steve took the dual role of Treasurer/Secretary and there was no Vice President as such – because there were not enough members to require it at this stage.

Far from the family-friendly and politically correct ways of today, it appears the first Charger Club were quite rebellious hellraisers. Purportedly there were lots of burnouts, lots of drinking and even the odd fight. They drove hard and partied even harder.



The first president **Ronny Tapp** organised some of those early runs to Lake Bonney, Monash and a mystery run in the Adelaide Hills.



A very unhappy Steve Curtis inspects his wounded Charger, with **Sonia Williams** in the background, after the first run.





The Charger Club depart Elizabeth Town Centre for a run to Lake Bonney



Ross Williams' Charger





# hoons to historic

THE HISTORY OF THE CCCSA



Steve's second Charger, which is still sitting in the shed awaiting a rebuild – hopefully in the next few years as a retirement project.



Tony Hannam (left) and Peter Williams (right).

1979

**“Wow, the look of these photos – they could easily be of some of my mates at the same time...”**

**– Iain Carlin**

You have to wonder where all these Chargers are now. It would be interesting to check the number plates with our historic list and see if there are any matches....

(Right) The club's cars at Tea Tree Plaza at the beginning of the camping cruise to Monash in 1980 – starting from the front – of Errol Hockley, Tony Hannan, Brett Staker, Peter Williams, Dave Hockley and Matt Rolton.

(Below and right) And then, at Monash Playground



1978

By 1978 the club was beginning to evolve into much more of an organised group – enjoying cruises to Monash and Barmera. Steve Curtis provides an early ledger from these days listing the following members: Ronny Tapp, Steve Curtis, Ross Williams, Peter Williams, **Brett Staker**, **Tony Hannam**, **Tony Giles**, **Ian Fowles**, **Robert Baskerfield**, **Dave Hockley**, **Errol Hockley**, **Burke Uecker** and **Robert Tebeck**.

He also inventories that at one stage in the club we had two silver R/T 2BBLs, a hemi orange big tank E38, a blond olive E38, a hot mustard E49, a red E55, a yellow E48 and an ex-police pursuit Charger painted black. Steve finished up by saying “*And the rest were a mixture of all sorts. So you can see why we named it the Charger Car Club to start with.*”



Original member Brett Staker



Original member Burke Uecker







On the road to Barmera 1980





### VERSION 2 - CHRYSLER MODIFIED VEHICLES



Wayne Whitmarsh

1980

**Wayne** and **Ian Whitmarsh**, while not actually the true founders of the club from day one as was previously assumed, still probably have become so spiritually. As it was they who instigated the evolution of the **Charger Club** into becoming the **Chrysler Modified Vehicles** club.

Peter Williams doesn't remember exactly when the Williams brothers first met the Whitmarsh brothers, but he does recall that his parents knew their father **Reg Whitmarsh** (who would later become a stalwart of the CCCSA too) for some time from the days when both sets of boys went to boy scouts. Peter, Wayne, **Tony Giles**, and some others started going camping together to places like Cobdogla. Wayne drove an **AP6** while Ian and Tony owned **Chargers**.

At the end of 1979 the popular Whitmarsh brothers had joined and the club started to regularly go off on camping cruises to places like Kingston Flat.

Apparently they were epic weekends away!



Ian Whitmarsh



(Top left) Ian with shooting mate and fellow member **Archie Cowie**. They're still good friends today and **Don Acland** reckons they were both mad.

(Top middle) A group of clubbers under the trees at Kingston Flat, with Wayne Whitmarsh in the trenchcoat at the back.

(Top right) The notorious "bottomless" giant esky of Wayne Whitmarsh reportedly was "like the Bermuda Triangle".

(Bottom left) A couple of full mooners in front of Wayne's car – with Wayne 'identified' on the right. All class.

(Bottom right) **Tony Giles** sits on his Charger – with Wayne Whitmarsh's AP6 behind – one weekend at Cobdogla.

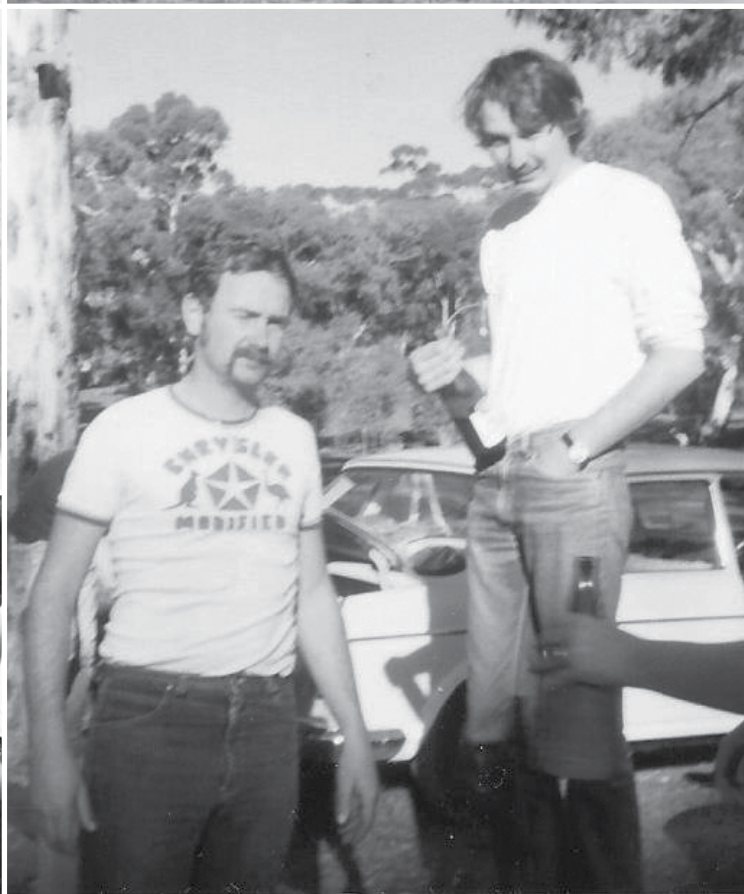
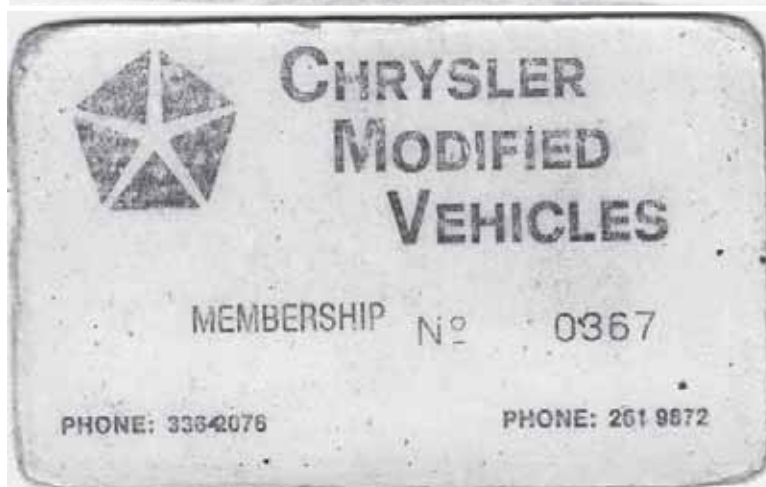


Peter Williams recalls that at one of the early meetings of the Charger Car Club in 1980 there was some interest from others with different kinds of Chryslers and Valiants about membership. Peter remembers being at a particular meeting when somebody turned up in a Valiant with “*just hubcaps on*” asking to join. Whether they actually did or not he doesn’t recollect, but he is certain it was discussed at the time to allow an unmodified car into the club. Now meeting at an old Nissan hut by Strathmont High School, before too long the Charger Car Club became the **Chrysler Modified Vehicles** club.

Certainly at a later meeting it was then decided to also allow an unmodified car into the **CMV**. Peter Williams continues how for a while he lived on Lower North East Road at Campbelltown with Wayne and **Barbara Whitmarsh** living just up the road and Ian Whitmarsh on Mines Road just around the corner. It was not long after that he moved away from the club altogether, but the Whitmarsh boys remained.

Wayne Whitmarsh took over the presidency in 1980 with **Alan Songer** the new secretary. **Don Acland** first joined the club during their office in 1981.

The original first club sign on the Nissan Hut at Strathmont.



(Top row) Ironically, while the Whitmarsh brothers were probably the most instrumental in the CMV evolving into a club for all Valiants, they were actually soon ‘converted’ over to Chargers themselves. This is Wayne’s Charger (left) and Ian’s Charger (right).

(Middle left) Kept in his wallet all these years, Don Acland’s membership card still carries the phonenumber of the Williams’ parents at Holden Hill back in the day.

(Bottom left) The CMV officially unveiled the new club identity in 1981. There was even our first merchandising with hand-screenprinted t-shirts, sew-on patches and later beer glasses.

(Bottom right) Happier days. Wayne Whitmarsh and Alan Songer at Barnera in 1980. Naturally, brother Ian toasts the club with a longneck – off-camera to the right.





## 1981

Peter Williams introduced a mate of **Roy Houweling** to the club, and although the bloke didn't come back, fortunately Roy did. Roy was still in highschool, and remembers first going to a mini show n'shine at the old Scout Hall behind the Gilles Plains Shopping Centre where there were 20 or so cars.

Roy vividly remembers a bloke with an amazing black 360 powered '67 Charger at this show – which later turned out to belong to **Adrian Cornish**. Roy continues *"I remember going on a run to Birdwood Oval and there were a lot of cars there – probably went one third around the oval parked side to side."* Alan Songer was the earliest committee person that he remembers at the meetings at Gilles Plains.

At that same 'open day' at Gilles Plains High School, an early member by the name of **Colin Francis** first invited his friend **Louise Boden** (later **McCauley**) along. While many members had wives and girlfriends who used to come along to club functions, it wasn't until a couple of years later that Louise would actually join up as the club's first female member.

(Left) Eighteen-year old Louise Boden, doing a u-turn in her VG she bought with some inheritance money left to her by her grandfather. At the invitation of Colin Francis, she brings it along to the CMV's open day. (Below) Louise's VG at the open day – alongside **Brian Deeks'** Charger 'ute'.



Don Acland recalls this first 'open day' at the Scout hall too. There was free admission, and a colourful member nicknamed "Stump" put on an enormous barbie where you got a huge plate of meat for just \$4 and stubbies for \$1. The club also made a killing selling glasses and tee shirts.

Around this time Colin and Louise also recall going on a treasure hunt to Morialta Falls and a run to Para Wirra dam. Along with a run to the Whispering Wall, Louise also remembers winning a wet t-shirt competition!

## 1982

The CMV started hanging out a lot in 1982. There was a cruise to and barbie at Belair National Park, as well as a successful dinner night at the Enfield Hotel, and a leisurely arvo park down at the bay which has been recorded in photos. Steve Curtis also still has a trophy he was awarded after a winning a mystery run at the club.



(Above left) Steve Curtis recently brought his trophy back to the club at this year's *Historic Registration Day*.

(Above right) The CMV out to dinner at the Hotel Enfield, circa 1982. Backrow; Wayne Whitmarsh far left, Steve Curtis second from left, Ian Whitmarsh third from left with Archie Cowie (in a headlock), fifth from left: Ross Williams looking left, **Clive Wilson** in the check shirt, **Allen Reid** in shirt and jacket third from right. Frontrow; Barbara Whitmarsh first far left, Alan Songer, third from left **Sue Gallas**, fourth from left **Sonya Williams**, Peter Williams with his arm up (Clive's hand on his shoulder) and a **Graham ?** second from right.





(Top row, left and right) Early club day out at Belair

(Middle left) – featuring George the dog and Ian Whitmarsh sitting back-to-us in the chair, a Graham (?) to his right.

(Middle right) Frank? and his White Knight Special, with Peter Williams in the background.

(Bottom left) CMV kids - from left, John, Jane, Chris, Sandra, and Damien Whitmarsh

(Bottom right) Club barbie - featuring Wayne Whitmarsh (with moustache), Allen Reid (in the Direct Connection t-shirt giving us the bird) and Barbara Whitmarsh at back. Frank ? is on the ground (he owned the Charger in the background as well as a red White Knight).

According to Don Acland, the early 1980s were a great time socially for the young and growing CMV.

Club member Allen Reid owned the local **Direct Connection** agency about this time which the club benefitted greatly from. **John Perry** tells us that he got *"the last set of VJ guards from there"* and that they immediately went onto his hardtop – and are still there!

(Photos below) An early CMV show at Glenelg with George the dog guarding the Scorpion...





Camden Oval 1983. "Flagon" Geoff's VH Pacer and Ian Whitmarsh's AP5



## 1982

Wayne Whitmarsh had to cut his presidency short when he left Adelaide for Nildottie in late 1981, but his brother Ian took over the reigns from 1982. Don Acland replaced Alan Songer as secretary/treasurer during the swapover.

## 1983

Club stalwart **Roy Bussey** first joined the CMV in 1983 when they were still meeting at the scout hall on the corner of Glenroy Avenue at Giles Plains opposite the Holden Hill police station. Roy Houweling goes to his first club meeting in this hall behind the Gilles Plains Shopping Centre.

In early 1983 the CMV held a bigger scale Chrysler show at Camden Park, although it still doesn't seem to be an official *All Chrysler Day* as of yet. It's an encouraging success though for the young club and reportedly there were two 6pack 340 chargers from the factory there. Colin Francis recalls meeting **Shane Drury** at the CMV with his Chrysler drag car there.

Don Acland recalls that there was a successful film night after the Camden show, and the club held a lottery throughout the year where First Prize was a "year's supply of beer" which was actually a trailer load of 365 stubbies he had to store at his flat. Very challenging, when you live in a flat with two other young bachelors. Around the time of his 21st, Don even painted the door of his flat with the CMV logo.

And he had to ward off mates like other notable members including **Geoff Moller**, Brian Deeks and "Flagon Geoff". A payout he gained because he came from Smithfield, Flagon Geoff was quite a character and owned a mint VH Pacer. Brian owned **Southern Exhausts** down at Lonsdale and with his mate **Mike Kemry** converted a Charger into a utility. Mike was a very creative engineer who did lots of oddball builds, including a 4WD convertible VG coupe. Brian's distinctive Charger 'pickup' was powered by a worked 273 with a trick trans kit, and according to **Derek Hobbs** went like a shower of the proverbial. Archie Cowie was also still around, and several folks continued to describe him as "a bit of a wild man".

**Jay Young** also remembers going to some meetings at this time, and corroborates the names Flagon Geoff and Adrian Cornish. "I have some photos of a Chrysler show at Camden park around 1984ish..." recalling in particular as standouts "a Charger ute custom (of Brian Deeks), and a black 440 powered Dodge (of Adrian Cornish)."

Don Acland painted the front door of his flat to signify it as the unofficial CMV "HQ".



Photos by Don Acland of the first CMV show at Camden, featuring (top left) Brian Deeks' Charger 'utility', (top middle) a rod that was powered by a slant with flat-top pistons and a worked cam which according to Don Acland "...also went very well" and (top right) Roy's CL. (Bottom left) we see Don's CL and (bottom middle) Allen Reid's pro-stocker which was an awesome competition monster at **A.I.R.**



## 1984

In early 1984 Ian Whitmarsh followed his brother up country and left the club. The club was on its knees, and as Roy Bussey says, "...when the Whitmarshes left to go up north, half the club went with them."

There was a new president elected at the 1984 AGM named **Peter Fields** who worked at the **Cathedral Hotel** in North Adelaide, which led to meetings being held there. And although central to most members, the club's numbers soon dropped off because it was difficult to find a park and a lot didn't want to go to a pub. Roy Houweling remembers how he had to sneak in as he was still underage. Don Acland did one more (third) term as secretary/treasurer.

The CMV tried a couple of other pubs including the **Tonsley Hotel** (as many members worked at CAL next door) where the famous **Chrysler Bar** is now, before the club eventually settled on regularly meeting at the **Queens Arms Hotel** for the year in 1985.



Don Acland (right) with "the big fella" Peter Fields (left) in 1985.



(Left) Don Acland's Holy Grails. What we believe is the only surviving inaugural CMV club glass and a stitch-on membership patch.

## 1985

Between 1985 and 1986 the club had begun to flounder somewhat and at the end of 1985 the CMV had dwindled to about 90 members. Colin Francis was doing well though, appearing in the **Australian Charger Burnout** video. He also had introduced Louise McCauley (to become the first female member) and her VG to the club. After getting married, Don Acland left the club around June 1985 to build his house fulltime. He will return though in 2012.



Louise McCauley with her first daughter Sharon-Marie sitting on her VG hardtop around 1985.

## 1986

For the 1985-1986 term, Alan Songer took over the reigns of a shaky organisation while Adrian Cornish became the new secretary/treasurer. Adrian was a popular bloke who operated a wreckers at Gawler and was well known for his big block Charger – and apparently an impressive collection of other muscle cars in his shed too.

Sadly, his son **Adam** informs us he passed away just last year.

Roy Bussey tells us, "I believe we took over as the new committee at the July 1986 AGM. I had replaced Alan Songer as president and it was probably the last time we met at the Cathedral Hotel. Shortly after I had taken over, I had to find a new venue, as we had arrived at the Cathedral Hotel for our meeting only to find it had been closed for not paying it's taxes."

Roy adds, "...so we took our meeting up the road to the Queens Arms."

According to the first club magazine which started in 1986, the meeting place finally settled upon was the **Prince Albert Hotel** in Wright Street, where we stayed until we moved to the Gleneagles Rugby Club rooms.

The Club Calendar marks Sunday November 30th for **Time Trials** at Mallala, and in the second issue of the new club magazine (not yet called "Torqueback") there is an article by **Steve Fraser** entitled "Chrysler Mallala Day 1986", in which he gives an account of the day, plus the times of everyone who took part in it.

Roy Houweling recounts, "Somewhere in there, no later than 1987, we hired Mallala for a time trial day. It was great! Although only about 10 to 12 cars turned up, we had a ball. This was the days before insurances went crazy. I reckon it cost the club \$200 for the day and I had to go get the keys from **Clem Smith**. I won a trophy for the fastest 6 cylinder in my Sportsman although I think there were only four of us competing for that one!"



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# hoons to historic

THE HISTORY OF THE CCCSA

## VERSION 3 - THE CHRYSLER CAR CLUB



### 1987 (ACD 1)

Perhaps 1987 is a landmark year for the very first All Chrysler Day, along with the emergence of Roy Bussey in the club's executive and the arrival of future club stalwart **Adrian Cummings**. An expanded new-look committee took over the CMV which officially renamed itself the **Chrysler Car Club** (however note: not "Chrysler Car Club of SA"). With Roy Bussey assuming the chair, **Horrie Gretch** in the new position of vice president, Alan Songer returning as secretary and **Shaun Dew** as a new treasurer.

Other notable names include Steve Fraser who would be our first public officer, and for the first time the **CCC** appointed a delegate to the **Australian Street Machine Federation**. Steve Fraser was a computer programmer genius with a state-of-the-art turbo **Charger**, who lived in Blair Athol at the time.

The "first" All Chrysler Day at Daws Road High School in 1987 was organised by **Shane** and **Jan O'Hara** of **Nationwide Performance**. These first few shows were actually organised by the O'Haras through the club – as a commercial PR venture – with many interstate players coming over.

Unfortunately, Alan Songer suddenly resigned as secretary in January 1987. He left the club immediately, most likely due to personal tragedy – as a victim of crime. The minutes record that Roy Houweling filled in the job. Sadly, Alan never came back to the club. He'll always be welcome, though.

In April 1987 the minutes reveal that a fella named **Colin Fawke** in New Zealand wants to join the club. Prominent club identity **John Koznedeleev** also first joined up in 1987. The club begins a close association with **SMASA**. We have a delegate there and arrange dual membership packages (that actually make it cheaper to be in the Chrysler Car Club) that seemed to have enticed folks back to our club.

Shaun Dew and Horrie Gretch continue as delegates to SMASA and the ASMF, while **Andrew** and **Jason Maros** join the club. Roy Houweling elaborates "I know there was a couple of years when we were in the Queens Arms that Andrew Maros, Jason Maros, **Steve Brough** and co came along."

Andrew still has a V8 replica **VG Pacer** that is raced in **IPRA** and **TCM** cars, along with a **Viper**, while Jason still has his VG V8 wagon in which they used to go to the meetings in. They also still own an **E48 Charger** and **Dodge** truck.

Andrew says, "...back then it was all about drag racing – and members like **Shane O'Hara** and **Janine Robertson** (his future wife) were behind the club", as Shane had taken over as the Adelaide agent for Direct Connection parts, before later going out on his own as Nationwide Performance.

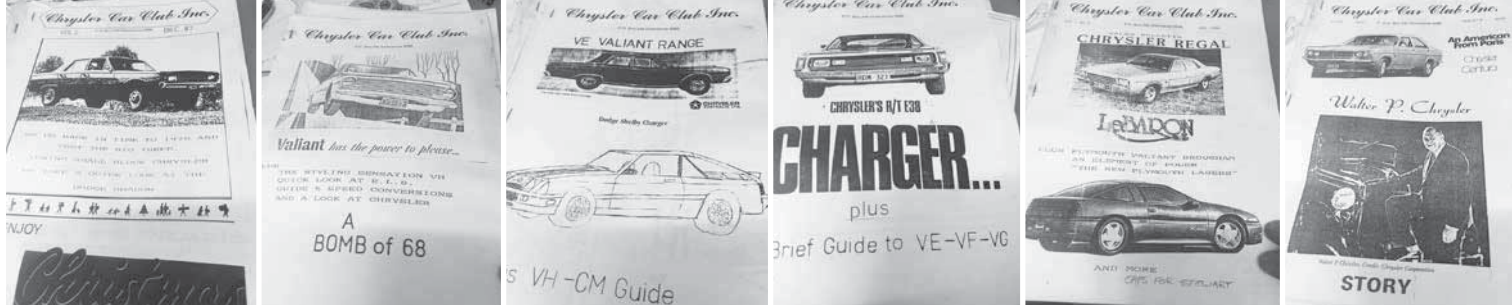
Andrew continues. "...about eight of us from up Blackwood way were members from '87 to '92. A few of us were also tied up with the **Monaro Club** and there was some crazy shit that went on."



Andrew Maros continues his passion for Mopar motorsport today.







## 1988 (ACD 2)

In 1988 Roy Bussey continued on as president with Steve Fraser taking up the vice-presidency. Roy Houweling continued as secretary while although it is recorded that **Greg Phillips** was voted in as the new treasurer at the 1987 **AGM**, in early 1988 Steve Fraser starts being credited also for the Treasurer Reports in the minutes.

Colin Fawke finally moved to Adelaide in 1988 and started attending the meetings in person. His daughter **Kirstin MacDonald** (nee **Fawke**) also came along with him, although she wouldn't officially

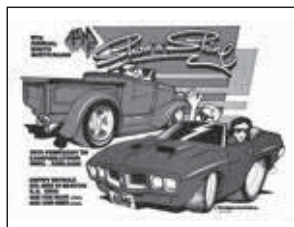
join until 1990 – and didn't get her licence until 1993. Kirstin explains that it may have been because she was “*originally a Chevy girl and changed over to Chrysler in 1990*”. Of course, she later becomes a vital fixture at the club in her own right.

Once again Nationwide Performance funded the “second” All Chrysler Day at Daws Road High School in 1988 in collaboration with the club. This year many members also attended SMASA's **South Oz Show N Shine**, which became the **Hot Adelaide** shows. It's certainly apparent that a strong sports and drag-racing persuasion continued to dominate the club during these years.

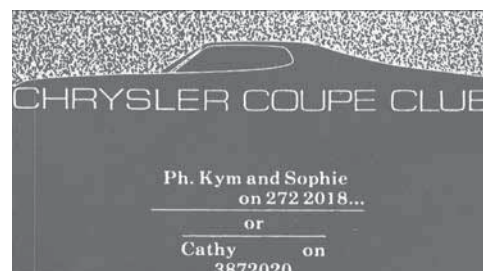


## 1989

In 1988 the other Roy took over as president giving Mr Bussey a much needed break. Shaun Dew came back as vice president, a student teacher named **Guy Harrison** became secretary, and Shaun Dew was treasurer. Well known Charger guru **Barry Geue** also came on the scene about late 1988. The club continued to show with SMASA at their long-running Show N' Shine, but we longed for our own Mopar-exclusive event.



The **Chrysler Coupe Club** was founded in 1989 by **Kym** and **Sophie Hanniford** with **Cathy Groot** (nee **Kotka**), because they envisioned a club exclusively for coupe and hardtops (and of course our club by now was for everything). By 1994 it was staggering, and in 2000 it dissolved due to political issues (which lead to people pulling out of the club and non-attendance at events). They met in the **Southwark Hotel** on Port Road next to the old **Rocca Brothers** site at Thebarton, then they moved to the **SA Hot Rod Association** clubrooms at Glengowrie.



The Chrysler Coupe Club had a very cool business card. Well, very cool for the 1980s. I kinda ‘borrowed’ the idea for my website back when I was at uni. – Ed

Shane O'Hara's black CH hardtop would cause a sensation at Hot Adelaide back in the day, packed with a 340, two 4 BBLs and an impeccable crushed velour interior. It was actually his new wife Janine's car, a present. I remember seeing this car as a kid myself and being completely blown away by it, entrenching my love for hardtops. Along with Kym Hanniford's well known dark brown Chrysler by Chrysler with a cream roof and coachlines, I think I agree with **Peter Diamantikou** when he reckons “*this was considered the best ever done hardtop of its time, possibly the best Valiant in the mid 80's*”. Apparently it went up for sale for 22K around 2004! Go figure.



Some of our older members might remember Shane O'Hara's fantastic black CH hardtop – this shot was taken around the late 80's.

Interestingly, Andrew Maros adds, “*I think the coupe club was then driven by a Samantha Johnston, who had a VH coupe with the plates FOXY, before the other foxy Cathy Kotka (later Groot) came along.*”

**Phil Manfield** first joined the club in 1989. He recently located the receipt from when he purchased his VC ute which was an unfinished project. “*That was March 1989, so I would not have joined until after that.*” He still has six club magazines from 1990 to 1992. “*I can see from other receipts that I started purchasing parts not long after and I think this around the time I joined the club in the hope getting some contacts for parts.*” Because his ute took longer than expected – and therefore he didn't have a Mopar on the road – Phil didn't attend many runs and suspects that his membership may have lapsed in the mid to late 1990's. “*My VC ute was finished and registered just before we went to Melbourne in 1999.*” Phil shifted to Melbourne for two and a half years from 1999, so he deduces he definitely would not have been a member then. “*I have a club magazine from the Chrysler Restorers Club of Victoria from June 1999 as I looked at joining that club when we were living in Melbourne, however I never did.*” Phil returned to Adelaide in 2001 but didn't rejoin the club straight away. He still has some paperwork from Hot Adelaide 1991 where he first re-joined other members who helped on the Saturday.

At the 1989 AGM Steve Fraser became president, with newcomer **John Kastelyn** his deputy. **Patricia Maddison** carried out the secretarial duties and ever-reliable Roy Bussey continued to alternate with his namesake as secretary. Both Roys were invaluable fixtures at the club during these days.

## 1990

Sadly, in 1990 Wayne Whitmarsh passed away far too soon after a tragic farming accident. Following he and Barbara moving to Nildottie, he'd taken up as a market gardener and became quite renown in the area. Wayne was managing a property at Forster, near Walkers Flat, when the accident happened. He always kept an interest in Valiants though, as does one of his boys **Chris Whitmarsh**, who is about to start a resto mod on an **AP6** Perhaps Chris might rekindle the great Whitmarsh name at the CCCSA one day.

In late 1989 the South Oz Show N'Shine was attended by the CCC and Coupe clubs in a combined display. And if 1987 was the “first” and 1988 was the “second” of the All

Chrysler Days, as we can deduce from the later posters of 1992 and 1993, then it appears that there was actually no All Chrysler Day for a couple of years. It also makes sense as the **Hot Adelaide** shows curated by a growing SMASA – turned out to be giant shows which monopolised the scene over the next few years. This is supported by our minutes at January of 1990 talking about reporting to SMASA about duties at the show.

John Kastelyn became president at the 1990 AGM, **Shaun Dew** assumed the VP, Roy Bussey shuffled into the secretary glg, and Roy Houweling was treasurer again. Elsewhere, in 1990 a young Cathy Kotka took over the secretary job at SMASA.







Kym Hanniford instigated a new version of a Charger club, the **Charger Club of SA** (1990-2001) as “he was sick of Charger owners wanting to join the Coupe club.” Colin and Kirstin attended the first meeting that Kym held to discuss the creation of this club and to see how much interest there was. The Charger Club of SA will boom, particularly during the presidency of Barry Geue – who would later leave our club to do so, but rejoin the new CCCSA later afterwards.

Meanwhile SMASA called on all “three Chrysler clubs” (ie: us – the CCC, the Charger Club and the Coupe Club) to chip in more with Hot Adelaide. But Hot Adelaide only just breaks even.

John Koznedev recently found this old merch from around 1990 in his shed. He was going to chuck them or use them as rags when his daughter convinced him to save them for prosperity. He jokes that they “probably won’t fit him anymore...”.

## 1991



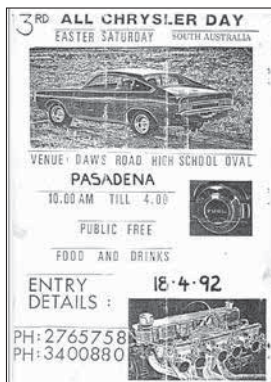
In 1991, again there was no All Chrysler Day as such because it seems the club had concentrated on *Hot Adelaide 1* earlier in the year instead – and was preparing to resume another new improved All Chrysler Day in the next year.

But Roy Houweling recalls, “...in 1991 we had a very successful ‘Spook Run’ that went around the cemeteries of Adelaide. My wife Helen, and Shaun Dew hid behind headstones in the pitch black at the Chain of Ponds cemetery and scared the crappers out of people as they came up looking for clues. I got the run started on West Terrace and went straight up to the hills to join them as the people on the run had lots of cemetery stops to go to before they got to the hills. I have that run sheet somewhere because I always thought that would be a great one to do again!”

According to the minutes, a **Steve Drury** joins from New Zealand. Reluctantly, Andrew and Jason Maros leave the club to pursue racing. At the 1991 AGM, Roy Houweling was named president, with **Jason Kinneally** his deputy, while Colin Fawke was voted secretary. Without doubt our most long-serving member Roy Bussey would begin his outstanding service as treasurer of the club, a position he will hold for the next nineteen years. An ornament to the CCCSA.

In November 1991, just after Hot Adelaide, there is turmoil at SMASA as a Special General Meeting is called to hear a No Confidence vote in the committee. However, the attempted coup fails and a number of future CCCSA members such as Cathy Kotka leave SMASA.

## 1992 (ACD 3)



While eventually it did go ahead, there were persistent murmurs that *Hot Adelaide 2* might not be happening in 1992 – presumably as SMASA regrouped – so as a safeguard, the O’Haras joined forces again with the club and put on a “third” All Chrysler Day at Daws Road High School, Pasadena in April.

Future club identity **Andy Radloff** first joined the club in January 1992 after talking to some of our members at the previous Hot Adelaide, while the inimitable **Danni Meter** would join later the same year. Meetings continued to be held at the Prince Albert Hotel in Wright Street in the city. Roy Bussey really started to evolve things as magazine editor in 1992, and according to Raddy, Barry Geue absolutely dominated a **Charger Quiz** the club held one night.

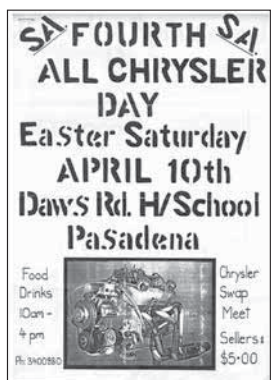
Kirstin MacDonald recalls Sean Dew driving his AP6 wagon, and Jason Kinneally with his mate **Randall Standley** attending cruises and shows. She adds, “I’m fairly certain that it was these two guys who introduced Raddy to the club” who at the time piloted a VG Pacer hardtop. Thanks Jason and Randall.



She continues, “**Troy and Suzanne (Inkster)**. They left the club, sold their Val and got into rodding instead – they had an AP sedan. Barry Geue and his VH R/T Charger...” Colin Fawke drove a VK Charger and for the last couple of years he was in the club, a VG Pacer sedan.

And finally, the great man **Andrew “Jaf” Staples** – who needs no anecdote, first joined us in 1992. He’s stayed a member all these years despite all of his other commitments with his original SMASA and organising the state’s premier street scene event.

## 1993 (ACD 4)



Come 1993 and the CCCSA attended SMASA’s *Hot Adelaide 3* in January 1993 with a club display – for the last time. And soon after the “fourth” All Chrysler Day was held once again at Daw’s Road High School – the last show to be produced by the O’Haras. The Coupe Club and the Charger Club attended the show and ever since we have continued to event it ourselves from this year.

In late 1993, the CCCSA took over all the organisation of ACD because the O’Hara’s were pulling out and didn’t want to organise them anymore. In October 1993, the minutes report on the feasibility of doing a Chrysler show at Easter.

Meanwhile the first “Chrysler Super Cruise” is held by the CCC inviting all of the Chrysler car clubs in Adelaide, on a Saturday night from Kmart Anzac Highway finishing at Henley Pizza Hut. This is arguably a precursor to the first **Mopar MegaCruise**. We have a new president in Adrian Cummings, who later served a heap of terms. And a new VP in Troy Inkster, with his wife Suzanne acting as treasurer. Finally, guess who was treasurer, Roy Bussey. The first of a long list of years in that service.





## VERSION 4 - CHRYSLER CAR CLUB OF SOUTH AUSTRALIA

### 1994 (ACD 5)

In March, a group from the club drove over in a convoy to the 1994 *Mopar Mecca* in Canberra, which proves to be an epic adventure. Perhaps our first combined club trip away interstate.

By June 1994 the "Chrysler Car Club" had officially added the suffix "...of SA" to its name. The modern **Chrysler Car club of South Australia** or **CCCSA** is born.

The new CCCSA finally held it's first own show, the "fifth" All Chrysler Day at Camden Park in 1994. *"I think the Chrysler Shows at Camden Oval were after I left the club"* explains a departing Roy Houweling. The **R & S Series Valiant Club** first entered a club display. This was the notorious year the temporary fences disappeared overnight (somebody stole them all) which is why the show was moved to Gleneagles in the next year.

Adrian Cummings stayed on as the top banana with Colin Fawke as his 2IC, while Kirstin Fawke became secretary and Roy did the books again. Barry Geue decided to leave the club to become more involved with the Charger Club, where he will become president in 1996-1997.

(Pics below) Our first very own All Chrysler Day at Camden Oval





Time capsule. Two great loves and prides in a man's life – his family and his wheels. Fifteen years later and still rebuilding, Froggy's hardtop is now safety-vest green in colour, while his beautiful daughter **Tammy** recently turned twenty one!



### 1995 (ACD 6)

In 1995 we moved ACD from Camden to Gleneagles Reserve for the "sixth" All Chrysler Day, although our second dig didn't get off to a good start either, as we were padlocked out of the venue first thing in the morning. In May 1995, the Restorers talk about uniting all the Chrysler car clubs in SA for a big cruise through the Barossa.

With the exact same committee, long-serving club man and good bloke **Craig "Froggy" Goulding** joins the club. Also shortly after the AGM, future stalwart **Andrew Kloot** first came along to the club.

### 1996 (ACD 7)

All Chrysler Day continued at Gleneagles while the Charger Club of SA also organised the **Valiant Charger 25th Anniversary** show in 1996 there. Although it appears to have really taxed the Charger club.

Club stalwart **Jason Rowley** joined the CCCSA in 1996, and we've been lucky to have him so prominent in the club ever since. The committee was virtually the same although Colin Fawke took over the secretary job.

### 1997 (ACD 8)

Once a bigger club than the CCCSA in the mid 1990s, things were lagging for the Charger Club of SA. In an effort to revive their following, they start doing combined runs with the CCCSA. At the same time, in January of 1997 the CCCSA end the dual membership arrangement with SMASA.

Now firmly established at Gleneagles, around this time All Chrysler Day again emerges as the premier Mopar event of the year with the much-respected SA chapter of the **Chrysler Restorers** attending. Life member couple **Chris and Dianne Hastwell** joined the club in March and remain today as active as ever in the CCCSA. Where would we be today without them? **Ian Mugford** takes up the club magazine which is coined **Torqueback** and the great man **Charles Lee** joins the club.

Father of Wayne and Ian, **Reg Whitmarsh** completes the full circle by assuming the presidency of the car club his kids virtually built. Jason Rowley begins his valuable service to the club as vice president, while Colin and Roy continue on in their respective positions.

### 1998 (ACD 9)

All Chrysler Day continued at Gleneagles while things were looking really bleak for the Charger and the Coupe clubs. Many of our members were associated with and involved with both these fellow clubs. The first edition of **Torqueback** comes out in January 1998.

Future life member **Steve deWit** joins, a tireless worker today. Jason Rowley carries out his first of many stints as president, while Reg traded places with him. Jason jests that he had to do his apprenticeship beneath the elder statesman. Colin and Roy remain as part of the furniture. In this year we see queries about a club website – and the first email contact address on the **Torqueback** header page!

The **Western Districts Rugby Club** (our landlords at Gleneagles) formally complain about club members doing burnouts at Gleneagles Reserve.

### 1999 (ACD 10)

ACD carries on at Gleneagles with Jason at the helm, and Kirstin returning as VP while Steve deWit becomes secretary. And Roy? Well, Roy is still there – always, as usual.

The club begin a long saga of investigation and posturing for qualifying to offer the Historic Registration scheme to our members. This will turn out to be an attractive incentive to folks in other ailing Chrysler clubs around us. Quite a contrast to ten years earlier when the club had nearly wound up.

Phil Manfield leaves the club to Melbourne but we're blessed to have genuine good bloke **John Eckermann** join in late 1999. In November, the club purchases a project car, a white VC sedan – which is stored at Colin Fawkes' place at Mitchell Park. Members are invited over on Sunday afternoons to work on it.

### 2000 (ACD 11)

The leadership group remains for the new millennium as does All Chrysler Day. While fellow clubs are struggling to keep afloat around us, our show has now gained great prestige and begins awarding much-coveted trophies. **George Kollis** and his white VF hardtop is the first entrant voted as *Best of Show* although the nature of trophy competition will change and evolve throughout the life of the event.

The Chrysler Coupe Club, under their last and only president Kym Hanniford, finally folds in 2000. Andrew Maros suggests that "...it didn't last as there just wasn't enough coupes." With the demise of that club, many of the hardtoppers gravitated to the CCCSA.

The ingenious **Greg Helbig** joins our growing little club. **Smart Road Wreckers** is the first local revhead business to officially advertise in **Torqueback** and **Ned** has generously supported the club ever since. In April 2000, after a long stint, Ian Mugford resigns as editor of a now streamlined **Torqueback** to leave the club. He passes the editorial over to **Carole De Wit**. Citing a sea change, Reg Whitmarsh also decides to exit, but the Whitmarsh legacy lives on to this day.

Perhaps proving potentially divisive a project, in December 2000 the club reluctantly sell the VC for \$1500, after quite some agony looking for a suitable buyer.

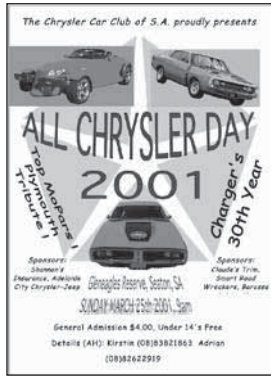
A graphic designer studying multimedia writes to the club to ask for help with building his first ever website, called **The Lost Australian Chrysler** – a history of the VH, CH and VJ Valiant hardtop. Unfortunately he never hears back from the CCCSA, but determines to own that Valiant hardtop of his dreams one day. Well, that bloke has one now – and is writing what you're reading here. Must be fate...

In late 2000 we hold our first (of many to come) runs to historic **Gladstone Jail**.





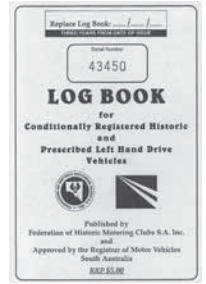
## 2001 (ACD 12)



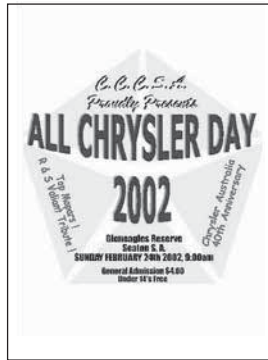
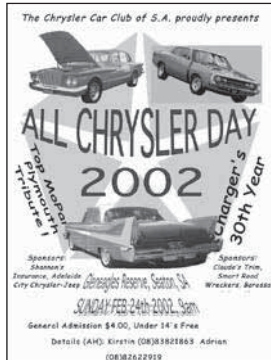
In February 2001 the CCCSA finally vote in Historic Registration and our first historic registrar is **Dave Whelan**, and our first historic registration of course was his '68 Phoenix.

The complexion of the club remains balanced and consistent with the same executive going around yet again. However the Charger Club finally fails to be wound up by their last president, **Shaun McEvoy**. After the fold, many of the Charger folks cross over to the CCCSA – and we gain quality people such as **Richard Peak** to successfully hold a twelfth All Chrysler Day at Gleneagles.

For the first time this year the club undertakes a more deliberated campaign of promotion and a much more concerted approach to publicising All Chrysler Day, beginning with what is now a regular tradition – an official poster for print. All Chrysler Day at Gleneagles is themed “30 years of the Charger” and **Dave Pollard** takes out the best of show with his orange R/T VH Charger. Although not immediately, **Phil Manfield** returns back to the club from Victoria, while another icon of the modern CCCSA – future Life Member **Damian Tripodi**, takes out his first subscription at the end of 2001.



## 2002 (ACD 13)



The same committee oversee All Chrysler Day 13 which has a spotlight on the “40th Anniversary of CAL” and for the first time, the cruise which acts as a precursor to the main show day on Sunday is advertised as the All Chrysler Day “MegaCruise”. The shape of things to come.

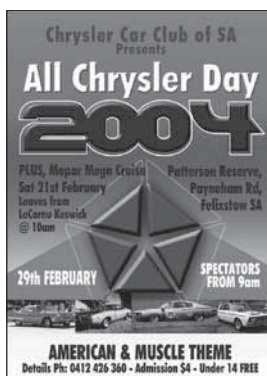
All round good guy **Paul Cronin** joins the club.

## 2003 (ACD 14)

In 2003 the theme was “Return to Tonsley” following the anniversary of the plant opening in 1963. **Karen Holthouse** (now **Rowley**) did all the press releases and she and Jason liaised with MMAL to officially sanction access to the carpark.

Come 2003 the committee consists of Jason as our chief, **Kirstin Treleggan** (formerly Fawke, who had taken some time out to get married) is the new VP, we gain a new secretary in **Chantal Wiles**, and Roy... well, as usual. The extremely well-connected and informed Jaf becomes our Events Coordinator for the next few years. Cathy Groot also joins the CCCSA.

## 2004 (ACD 15)



(Top) The MegaCruise really took off in the noughties as we made the most of Tonsley Park before it was closed.

(Middle) Gleneagles had always served us well as a venue but we were soon outgrowing it.

(Bottom) Patterson Reserve was an ideal and popular location, but unfortunately we only got to enjoy it for one year and we were at the whims of the baseball season.



While it was still quite amateur – very basic and raw, the club finally enjoyed a much more immediate means of communication via a new website. The old site (now lost) was replaced by this second redesign in 2008.

We now have our third incarnation of a website well established, along with a very popular Facebook page that has nearly 2000 followers in 2015.

Although the club is meeting at the rugby clubrooms, we elect to move **ACD 15** from Gleneagles to **Patterson Reserve** at Felixstow. The theme chosen is “All American Muscle” and it proves to be a landmark show. Our most successful in a number of respects for many years.

At the AGM, Adrian Cummings becomes president again, Kirstin continues as the 2IC, Cathy Groot is voted secretary, with Roy (not to be underestimated or taken for granted).

As the internet expanded into everyone's life, **Rob McCulloch** created the CCCSA's first website.



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## PETER KARAPETIS

Hi my name is **Peter Karapetis**.

I'm 45 years old and of Greek descent but Australian born. I have been a member in the CCCSA since September 2007, when I bought my Bondi Bleach white *E31 Track Pack VG Pacer* which I still own today.

I have been a sponsor of the club through my business **APR Removals** for two years now.

My first car that I bought in 1986 as a 16 year old, was an Alpine white, black vinyl roofed *VG VIP* with a 318 Fireball. I still own the car today, which has been in the family since 1981. The car is a little bit different today, it is going to be powered by a 420+ cube stroker, with a R3 block, callies crank and W2 heads, being built by my good friend **Nick Thess** at **Thess Race Engines**.

I have owned and wrecked over 30 Chryslers and own around ten today, with some awaiting restos. These include a V8 VC, Hemi Orange big tank *E38 Charger* and

my son's base model *VH* 6-cylinder survivor *Charger*. I'm in the process of re-assembling my *CL 770 Charger* that I just repainted in the original colour, metallic Chrystal Turquoise. It is powered by a stout 383 cubic inch big block, manual valve body 727 and 31 spline 9 inch dif. I'm also currently enjoying driving my 440 powered '69 *Plymouth Roadrunner* which I bought over a year ago and also took to Albury Wodonga this year.

I'm a keen Chrysler enthusiast and enjoy going to *Chryslers on the Murray* and of course our own Chrysler show.

I'm an avid collector of Chrysler memorabilia and anything to do with old cars in general, such as signs and parts. Here are a few pictures of my cars and things I have collected.

Thanks from your Chrysler brother Peter Karapetis.

– Peter











Peter Karapetis



# AMS

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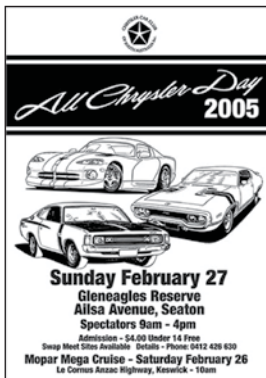
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# hoons to historic

## HISTORY OF THE CCCSA

### 2005 (ACD 16)



The club is forced to take the show back to Gleneagles at the last minute, much to the chagrin of the community who loved the previous ACD at Payneham. The baseball club rescheduled their season's games on us and we had to go elsewhere. The theme chosen is "stripes" and the event stars a Super Bee and a very audible *S series* pro-stocker. The same executive go around again for a successive term in office.

On the MegaCruise, after some other clown dropped a burnout, a future president unluckily scored a defect notice from a grumpy copper – for his bugcatcher. That damn yellow sticker then attracted a lot of irritating attention for him during the show. He shall remain nameless.



A cynic might suggest that a president is only a figurehead, but it is quite difficult to be that figurehead. So we can never underestimate the transformation we saw in Raddy.

### 2006 (ACD 17)



The seventeenth All Chrysler Day, with a spotlight on "the VC Valiant", is again held at Gleneagles – although the club is losing patience with the landlords. We begin to discuss finding a new home. Paul Cronin releases the first of a series of All Chrysler Day videos which are a fantastic success.

Andrew Radloff begins his unlikely long tenure of eight years as head honcho, while the rest of the committee remain. When he resigned in July 2014, Raddy recalled:

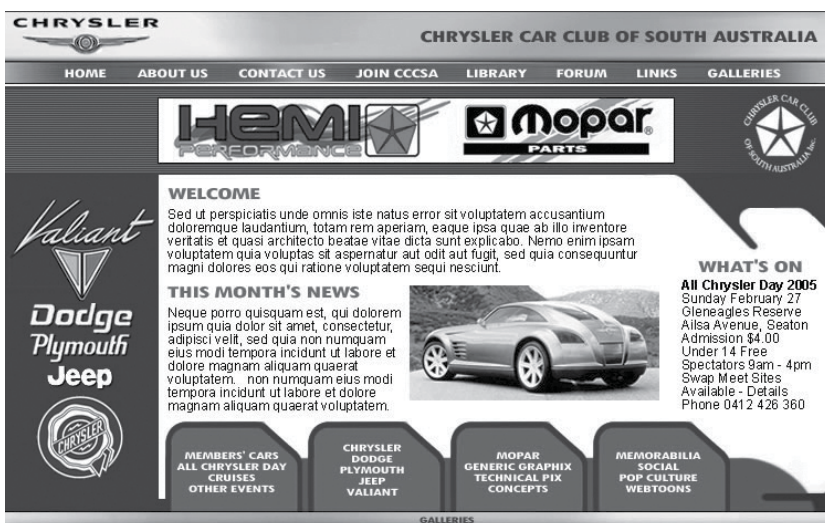
*"I first joined the club in January 1992! That puts me at 22 years a member of the CCCSA. I still have a copy of my first club newsletter/magazine – it has members' names, phone numbers and the cars that they own listed. I was listed at member number 36, being the latest member to join at the time of printing. There are quite a few familiar names amongst the membership listing."* He adds, *"Before I was president, I was always one of the guys sitting at the back of meetings throwing a few jokes around and trying to entertain. Then at the AGM in 2006, Adrian Cummings stood down as president. There were no nominations for president and the meeting sat in silence wondering who could be the next president, when Danni Meter nominated me for the position of president as a bit of a laugh! When we all stopped laughing – I was the new president!"*

Just for the record, Raddy currently owns an astounding 58 different cars in various states, from tin shells to his notorious blown hardtop. Definitely an aficionado of Mopar.

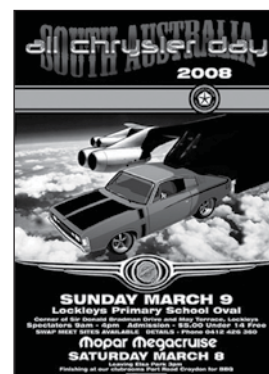
### 2007 (ACD 18)

With 2007, the CCCSA find a new space to assemble at the Model T Ford clubrooms on Port Road at Croydon, where we've been meeting and holding our Historic Rego Days ever since. We also decided to move house with our show too, and after an exhaustive quest for another suitable venue we settled on the oval at Lockleys Primary School. The switch created the biggest show to this date, the 2007 'hardtops' spotlight.

The vibes were good at the AGM as the club was starting to enter the current prosperous era, so the same committee went around again.



### 2008 (ACD 19)



Things went from strength to strength, with the same executive, meeting at Port Road. ACD 19 in 2008 at Lockleys was themed as "R/T Pacers and Chargers". In 2008 the CCCSA finally set up a new reinvigorated website – a major improvement – with great success.



## 2009 (ACD 19)



Our biggest day of the year for 2009 themed “Commercials” gave us our best crowd attendance since Payneham. With 1,916 spectators walking through the gates, the figure of 238 entries on the day was the most cars ever entered in the show, and 235 cars the record for the most cars on the MegaCruise also.

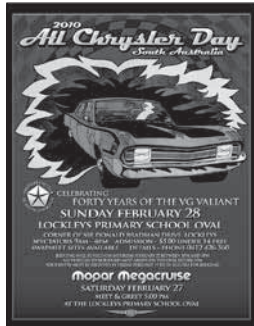
In May, one of the youngest members of the club, **Jarrod Biagi** was fatally injured in a car accident just east of Lyndoch on the Barossa Valley Way. He passed away in hospital later that night. Jarrod had been a member of the Chrysler Car Club for about 3 years, having just turned 19. He was passionate about his motoring hobby and owned several vehicles including a VC sedan, VG hardtop, Gallant, LB Lancer hatchback.

Meanwhile **Adriana Kloss** and myself took over the club magazine Torqueback from Damian's outstanding ten year watch. Adriana was the editor and I was the designer.

Our newsletter becomes a magazine. The first issue of the 'new' Torqueback (actually issue #11) was the November 2008-January 2009 edition. It was Adriana's genius to 'theme' each issue like we do with ACD.



## 2010 (ACD 20)



The club remained steady and pretty much as it was for 2010. All Chrysler Day rolled on with the theme of “40 years of the VG Pacer” and John Eckermann's old 'swiss-cheesed' ute was an absolute standout in a day of rumbling turtle wax.

The halfway stop of the famous MegaCruise of 2010 – with nearly 200 cars out – transformed the ghost town of Scotland Road back to its Mopar heyday. Participants on the cruise arriving late found it hard to find a park, but nobody minded – as the sight west towards South Road was like a guard of honour. As drivers put their lights on into the setting sun, it was a simply amazing vision everyone will never forget. Folks still rave about it today. The cruise around all of CAL's historic sites, designed by Damian Tripodi, was an overwhelming success that (for one year anyway) almost overshadowed the show! Most folks believe that it was this particular MegaCruise that really put the drive on the map. And to this day, **Chrysler Action** magazine call our Mopar MegaCruise “the biggest Mopar-exclusive cruise in the land” – as famous as ACD itself, and integral to the entire weekend's festivities.

Ian Whitmarsh informs us that sadly in 2010, his father the great Reg Whitmarsh passed away.

## 2011 (ACD 21)



Another enjoyable year for the club with a celebration of “40 years of the VH and CH” at the 2011 ACD. There were some changes to the executive however with Kirstin, Cathy and Roy finally pulling the pin. The club thanked them all for their incredible dedication over a long, long innings. The girls had to attend to personal matters while Roy had to start working later and could no longer attend meetings. Not that they hadn't earned a rest!

In May 2011, the club was rocked by the distressing news that Jason Rowley had been involved in a shocking accident while competing in the **Adelaide Hills Tarmac Rally**, as navigator for Slovakian driver **Milan Filo**. Both men were rushed to emergency at **Flinders Medical Centre** for life-saving surgery after their **Porsche 911** was wrapped around a tree on Crows Nest Road, near Port Elliott.

Fortunately Jason pulled through and following a long rehabilitation remains an outstanding servant to the club today. Tragically however, after spending a long time in a coma, Jason's old friend and former European champion Milan sadly passed away.

Jason reflects how grateful he is to be here today – and we are grateful to him each All Chrysler Day. So we're all lucky.

## 2011 (ACD 21)



At the beginning of 2012 it was becoming more and more obvious that we were outgrowing Lockleys as a venue for All Chrysler Day. Each successive show in recent years had continued to get bigger and bigger – so we had to find another place where we could expand. The club struggled to nail a succinct theme for our big show n'shine for 2012, but eventually settled on “Fins Chrome Muscle - Where were you in 62” which essentially celebrated the 1962 anniversary of the first Chryslers actually made here in Oz. Then one day, after years of wandering around not-so-ideal venues, the search (and subsequent frustrations) for a proper home for our annual show n'shine were finally over. The 2012 shift to Urrbrae Agricultural High School for All Chrysler Day, albeit with some teething problems, turned out to be a masterstroke. And the future.

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

Paul Cronin got married and moved to the Victorian riverina, where he set up a whole new street machine club for all makes.



(Left) Although he doesn't remember anything at all – and still has a “dodge leg” to remind him, the universe certainly smiled upon Jason Rowley the day he somehow got out of this in 2011.



## 2013 (ACD 23)



ACD 23 continued at Urrbrae themed the “50th anniversary of Tonsley Park,” which boasted a fascinating display of memorabilia and history as Adelaide saw Tonsley closing at last.

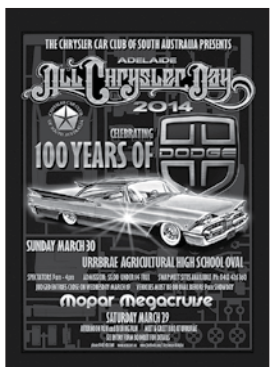
Although still a solid show on paper, punters and entries were down. It was a tough show this one – as VP **Hugh Mortimer** described, “*given the conditions – heat and humidity that would have done a boiler room proud...*” The club began seriously questioning the timing of the cruise, as global warming really seemed to be kicking our backsides.

Raddy would begin his last term of office, as circumstances in his personal and business life were

taking their toll, and he felt his presidency was becoming compromised. But he certainly left the club in better shape than when he started. Good job, mate.



## 2014 (ACD 24)



2014 was a massive year. It was a case of third time lucky in finally mastering how we approached All Chrysler day at our new home. Hugh, Di and Greg continued their valuable service while president Andy Radloff was certainly going out with a bang – as the instigator and greatest spruker of the huge Dodge Nationals Centenary celebration, which marked ACD 24. For the first time we joined forces with the CRCSA and the Dodge Brothers Club of Australasia to produce an event more humongous than anything ever before. As a result the club boomed – in August 2014 we had 290 members.

Raddy would finish after eight years as our fearless leader. His achievements are actually very impressive – he oversaw the move of general meetings from the clubrooms at Seaton to the current clubrooms at Croydon. He steered All Chrysler Day from a simple static show at Gleneagles to Lockleys where we introduced a 2 day show and launched the Mopar MegaCruise from the show venue – which has since regularly attracted over 200 cars every year. And then he took us to Urrbrae for the biggest party we’d seen for a while. Not bad at all...

Sadly, the club mourned the passing of two well know members from different ends of the perch.

Former CCCSA member **Moses Kominoglou** passed away suddenly one June morning. Moses owned a deep blue CL that was featured in Torqueback in June 2007 as a member profile. A gentle giant who loved his car and the CCCSA, but unfortunately he had developed some serious health problems which started to prevent him from attending club events. Gone far too young.

And then in July, **Tom Davies** lost his battle with cancer. Mercifully, he didn’t suffer long; barely two weeks from being diagnosed. Tom became a club member in 1997 and was a regular at many club events with his white ‘S’ Series Valiant and, more recently, his 1948 Dodge Challenger. He became one of our Historic Inspectors – a position he held for many years.

Dedicated servant and life member **Iain Carlin** took the reigns from Raddy at the AGM in July – and we now know how well he has led us into 2015.

## 2015

The recent ACD 25 at Urrbrae spotlighting “Amazing 8s and Fantastic 4s” – a jubilee of the first indigenous four cylinder and eight cylinder Mopars offered in Oz – was our biggest (and most streamlined) show yet. This time we more than coped with over 250 vehicles entering this year – including swapmeets and trade stalls, and another 50-60 vehicles that used the Moparking area, over 300 Chryslers were parked on the oval.

That’s alright.

So, where are we next taking this thing called the CCCSA?



Our current president suggests this. “*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?*” Iain continues however, “*I believe our biggest asset is our friendly, welcoming and enthusiastic bunch of members. If we can keep that going we’ll be a strong club for years to come.*”

Word.  
– Dave H







### HONOUR ROLL

#### 1977-1978

President – **Ron Tapp**  
Treasurer / Secretary – **Steve Curtis**

#### 1978-1979

President – **Ron Tapp**  
Treasurer / Secretary – **Steve Curtis**

#### 1979-1980

President – **Ron Tapp**  
Treasurer / Secretary – **Steve Curtis**

#### 1980-1981

President – **Wayne Whitmarsh**  
Treasurer / Secretary – **Alan Songer**

#### 1981-1982

President – **Wayne Whitmarsh / Ian Whitmarsh**  
Treasurer / Secretary – **Alan Songer**

#### 1982-1983

President – **Ian Whitmarsh**  
Treasurer / Secretary – **Don Acland**

#### 1983-1984

President – **Ian Whitmarsh**  
Treasurer / Secretary – **Don Acland**

#### 1984-1985

President – **Peter Fields**  
Treasurer / Secretary – **Don Acland**

#### 1985-1986

President – **Alan Songer**  
Treasurer / Secretary – **Adrian Cornish**

#### 1986-1987

President – **Roy Bussey**  
Vice President – **Horrie Gretch**  
Secretary – **Alan Songer / Roy Houweling**  
Treasurer – **Shaun Dew**

#### 1987-1988

President – **Roy Bussey**  
Vice President – **Steve Fraser**  
Secretary – **Roy Houweling**  
Treasurer – **Greg Phillips / Steve Fraser**

#### 1988-1989

President – **Roy Houweling**  
Vice President – **Shaun Dew**  
Secretary – **Guy Harrison**  
Treasurer – **Shaun Dew**

#### 1989-1990

President – **Steve Fraser**  
Vice President – **John Kastelyn**  
Secretary – **Patricia Maddison**  
Treasurer – **Roy Bussey**

#### 1990-1991

President – **John Kastelyn**  
Vice President – **Shaun Dew**  
Secretary – **Roy Bussey**  
Treasurer – **Roy Houweling**

#### 1991-1992

President – **Roy Houweling**  
Vice President – **Jason Kinneally**  
Secretary – **Colin Fawke**  
Treasurer – **Roy Bussey**

#### 1992-1993

President – **Roy Houweling**  
Vice President – **Jason Kinneally**  
Secretary – **Colin Fawke**  
Treasurer – **Roy Bussey**

#### 1993-1994

President – **Adrian Cummings**  
Vice President – **Troy Inkster**  
Secretary – **Suzanne Inkster**  
Treasurer – **Roy Bussey**

#### 1994-1995

President – **Adrian Cummings**  
Vice President – **Colin Fawke**  
Secretary – **Kirstin Fawke**  
Treasurer – **Roy Bussey**

#### 1995-1996

President – **Adrian Cummings**  
Vice President – **Colin Fawke**  
Secretary – **Kirstin Fawke**  
Treasurer – **Roy Bussey**

#### 1996-1997

President – **Adrian Cummings**  
Vice President – **Chris Briscoe**  
Secretary – **Colin Fawke**  
Treasurer – **Roy Bussey**

#### 1997-1998

President – **Reg Whitmarsh**  
Vice President – **Jason Rowley**  
Secretary – **Colin Fawke**  
Treasurer – **Roy Bussey**

#### 1998-1999

President – **Jason Rowley**  
Vice President – **Reg Whitmarsh**  
Secretary – **Colin Fawke**  
Treasurer – **Roy Bussey**

#### 1999-2000

President – **Jason Rowley**  
Vice President – **Kirstin Fawke**  
Secretary – **Steve deWit**  
Treasurer – **Roy Bussey**

#### 2000-2001

President – **Jason Rowley**  
Vice President – **Kirstin Fawke**  
Secretary – **Steve deWit**  
Treasurer – **Roy Bussey**

#### 2001-2002

President – **Jason Rowley**  
Vice President – **Kirstin Fawke**  
Secretary – **Steve deWit**  
Treasurer – **Roy Bussey**

#### 2002-2003

President – **Jason Rowley**  
Vice President – **Andrew Kloot**  
Secretary – **Steve deWit**  
Treasurer – **Roy Bussey**

#### 2003-2004

President – **Jason Rowley**  
Vice President – **Kirstin Treleggan**  
Secretary – **Chantal Wiles**  
Treasurer – **Roy Bussey**

#### 2004-2005

President – **Adrian Cummings**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2005-2006

President – **Adrian Cummings**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2006-2007

President – **Andy Radloff**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2007-2008

President – **Andy Radloff**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2008-2009

President – **Andy Radloff**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2009-2010

President – **Andy Radloff**  
Vice President – **Kirstin Treleggan**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2010-2011

President – **Andy Radloff**  
Vice President – **Kirstin MacDonald**  
Secretary – **Cathy Groot**  
Treasurer – **Roy Bussey**

#### 2011-2012

President – **Andy Radloff**  
Vice President – **Hugh Mortimer**  
Secretary – **Di Hastwell**  
Treasurer – **Greg Helbig**

#### 2012-2013

President – **Andy Radloff**  
Vice President – **Hugh Mortimer**  
Secretary – **Di Hastwell**  
Treasurer – **Greg Helbig**

#### 2013-2014

President – **Andy Radloff**  
Vice President – **Hugh Mortimer**  
Secretary – **Di Hastwell**  
Treasurer – **Greg Helbig**

#### 2014-2015

President – **Iain Carlin**  
Vice President – **Hugh Mortimer**  
Secretary – **Di Hastwell**  
Treasurer – **Greg Helbig**

### LIFE MEMBERS

Colin Fawke  
Adrian Cummings  
Kirstin MacDonald  
Roy Bussey  
Greg Helbig  
Jason Rowley  
Chris Hastwell  
Di Hastwell  
Andy Radloff  
John Eckermann  
Iain Carlin

Steve deWit  
Damian Tripodi  
Dave Heinrich  
Stuart Croser  
Hugh Mortimer

### HISTORIC REGISTRARS

Colin Fawke (1999 – 2000)  
Dave Whelan (2000 – 2002)  
Kirstin Fawke (2002 – 2003)  
Greg Helbig (2003 – 2009)  
Stuart Croser (2009 – )

### HISTORIC INSPECTORS

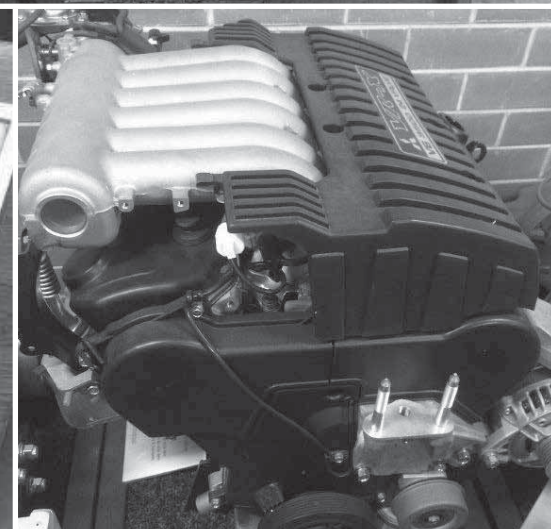
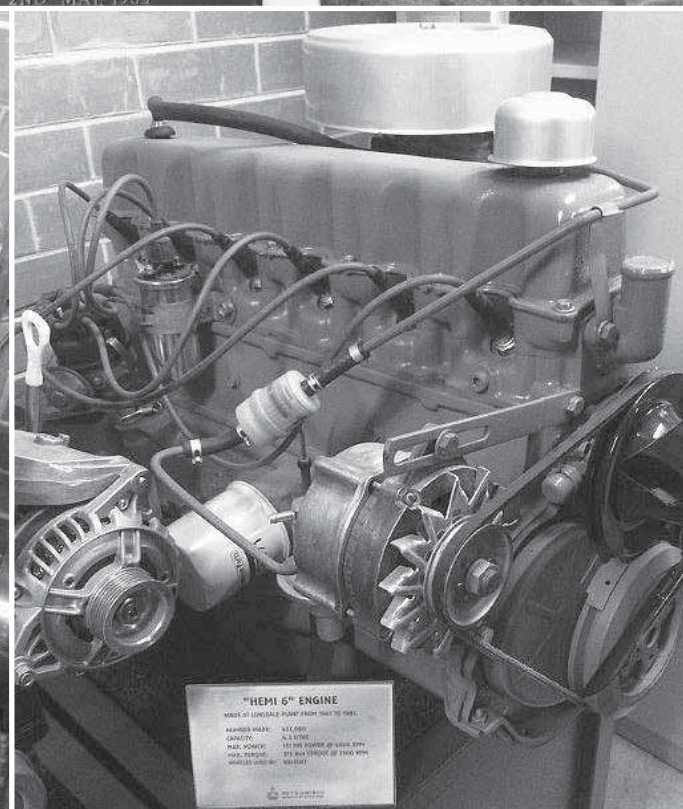
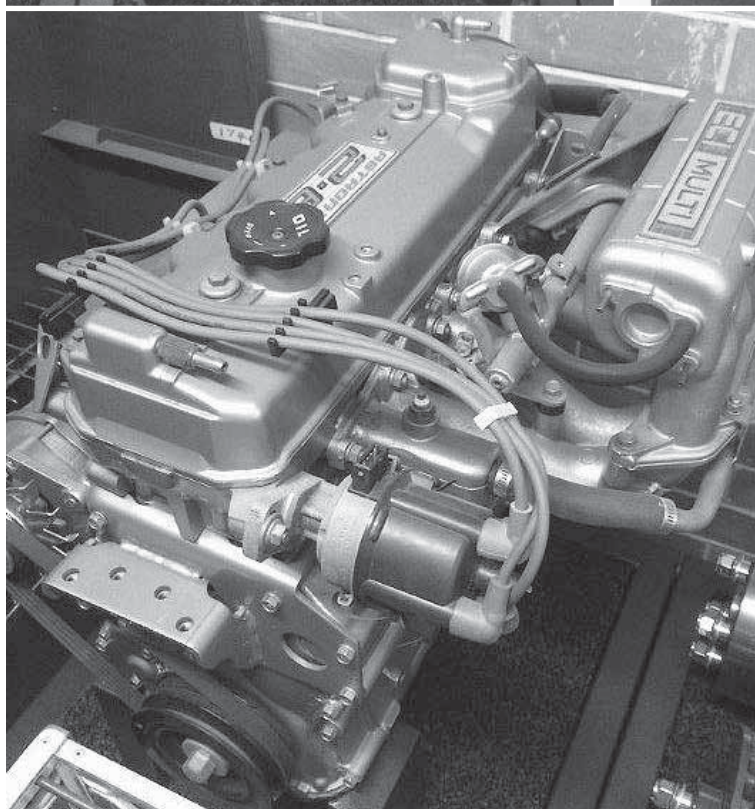
Adrian Cummings (1999 – 2002)  
Jason Rowley (1999 – )  
Greg Helbig (2002 – 2009)  
Chris Hastwell (2002 – )  
John Eckermann (2002 – )  
Tom Davies (2002 – 2010)  
Jeremy Goode (2006 – 2010)  
Stuart Croser (2008 – 2009)  
Dave Pollard (2010 – 2011)  
Herman Kloss (2010 – 2013)  
Chris Briscoe (2010 – 2013)  
Rob McBride (2011 – )  
Charles Lee (2013 – )  
Andrew Kloot (2013 – 2014)  
Dave Hocking (2014 – )





# ghosts in time

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# raiders of the lost ark

UNEARTHING A BURIED TREASURE

## THE DINOSAUR AWOKEN FROM HER GRAVE

*Miss Belvedere* is the nickname given to a brand-new 1957 **Plymouth Belvedere** sport coupe sealed in a 50-year time capsule and finally unearthed on June 14, 2007. It was chosen primarily for its **Virgil Exner** styling as a way of showing the people of 2007 the good taste and forward thinking of the people of 1957.

The car, with only four miles on the odometer, was sealed in an underground concrete vault as part of the festivities of the U.S. state of Oklahoma's 50th Anniversary, celebrated near downtown Tulsa. It was unearthed June 14, 2007 during the state's centennial celebration and was publicly unveiled on June 15. In line with the Cold War realities of late 1950s America, the concrete enclosure was advertised as having been built to withstand a nuclear attack. The concrete enclosure, however, was not airtight and allowed water to leak in, which caused significant damage to the vehicle.

**Boyd Coddington** and his team volunteered to start the car, once un-buried. That, however, proved impossible due to the car's condition. While items buried with the vehicle in their own protective vaults emerged unscathed, anything buried unprotected in the vehicle deteriorated completely. Among the items recovered from the trunk were a case of beer and a large can of gasoline, intended to be used to start the car in 2007 if gasoline was no longer the fuel of choice for motor vehicles.

The car was intended to be a prize awarded upon the vehicle's unearthing, going to the individual who came nearest to guessing Tulsa's population in 2007, or

their descendant. The winning entrant, one **Raymond Humbertson**, guessed 384,743. The actual figure became 382,457. Mr. Humbertson died in 1979 and now only distant relatives remain.

In November 2007, Humbertson's relatives shipped the car to the New Jersey facilities of **Ultra One**, a restoration firm whose specialty product is a de-rusting solution which is designed to remove only rust while leaving the underlying metal, paint and decals intact. It is estimated that the stabilisation project would take roughly six months or perhaps longer given the difficulty of removing the mix of cosmoline and mud which caked on the car; there are no plans to disassemble and restore the vehicle. There is, however, discussion regarding the return of the driveline and electrical system to operating condition.

As of June 2008, the preservation process was still underway, with the stated goal to preserve the car as an artefact, not to restore it to roadworthy condition.

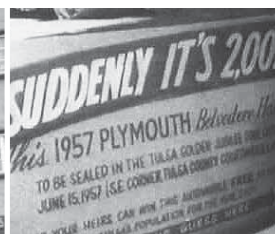
In December 2008, Ultra One deleted all the topics in their forum regarding Miss Belvedere. Attempts to contact Ultra One for comment went unanswered. The vehicle condition and state of repair have been presumed unknown until May 2009, when **Dwight Foster** of Ultra One participated in a podcast and provided details and new pictures, showing the Belvedere's restoration to be still underway, the car's exterior having been virtually freed of its rust and mud concretions. In that same podcast, Foster noted that he has purchased a rust-free 1957 **Plymouth Savoy**

as a donor car to replace needed parts to keep Miss Belvedere from further deterioration. The frame and trunk underframe will be used from the Savoy to replace the weakened parts in the Belvedere. Miss Belvedere's ignition system is totally fused into a useless lump of metal, so the Savoy will provide replacement parts for this as well.

Foster stated that he believes Miss Belvedere's engine may be salvageable; however, they have not yet tackled the drivetrain. He was confident that Miss Belvedere can be returned to a condition that would reflect her state had she not been exposed to the damaging moisture that caused such extensive deterioration of the car's condition.

An article published in the **Tulsa World** website in 2012 indicated that Mr. Foster is trying to get the **Smithsonian Institute** interested in Miss Belvedere. The online article includes 53 digital photos of the original event in 1957 and the car's removal in 2007. It also shows the car as it came out of Mr. Foster's treatments. It appears that he has supplied \$20,000 worth of work to the preservation.

In 2015, Foster, who had removed as much rust from the car as possible without damaging the exterior, announced that Miss Belvedere would be permanently displayed at the **Historic Auto Attractions Museum** in Roscoe, Illinois. **Wayne Lensing**, owner of the Historic Auto Attractions Museum, stated that he hoped the exhibit would be open by 2016.





# blowin'out the cobwebs

CLUB RUN AT MALLALA

MALLALA HISTORIC RACING MEET, APRIL 26



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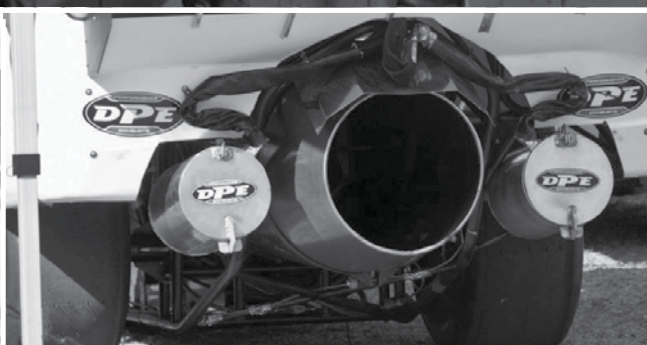
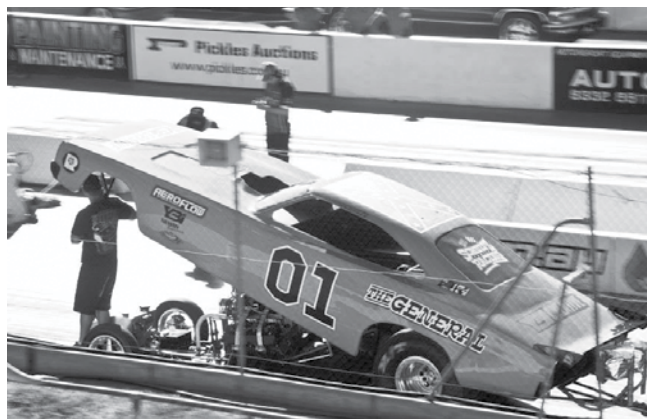
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# nitros and streeters

MOPAR ACTION AT A.I.R







9a



10



## LYNCH TO BE CARPETED

FEB. 1976

9b



GOODALL'S Gasser will be one to watch for at Castlereagh International Dragway when the Nitromethane Championships unfold

The recent Chesterfield Summernationals at Castlereagh International Dragway had some interesting sidelights for spectators and competitors.

In the Funny Car eliminator series, the best field of these machines were ready to fight it out until the final run, but the rains came and racing stopped.

Round One in the bracket saw the Chuck May Certs Charger driven by Bruce Lynch drop the parachute on the start line during a spectacular burn-out.

The pit crew directing the Charger back over his fresh tyre tracks rushed to the back of the car to pack the chute in an effort to make it a two car race.

Time running out, the crew disconnected the parachute and told Lynch he was going to run the risk of using all the available braking area.

Having the option of switching off, or making a race of it Lynch buried his foot on the green light with a close race resulting in a loss to the Charger.

Both cars stopped safely with the Charger clocking just over 100 mph (160 k/ph).

It's not the first time that this type of incident has taken place but the difference is that Bruce looks like being carpeted by the

National Drag Racing Association.

The rules state that any car capable of over 130 mph (220 k/ph) must have a parachute to compete in bracket racing.

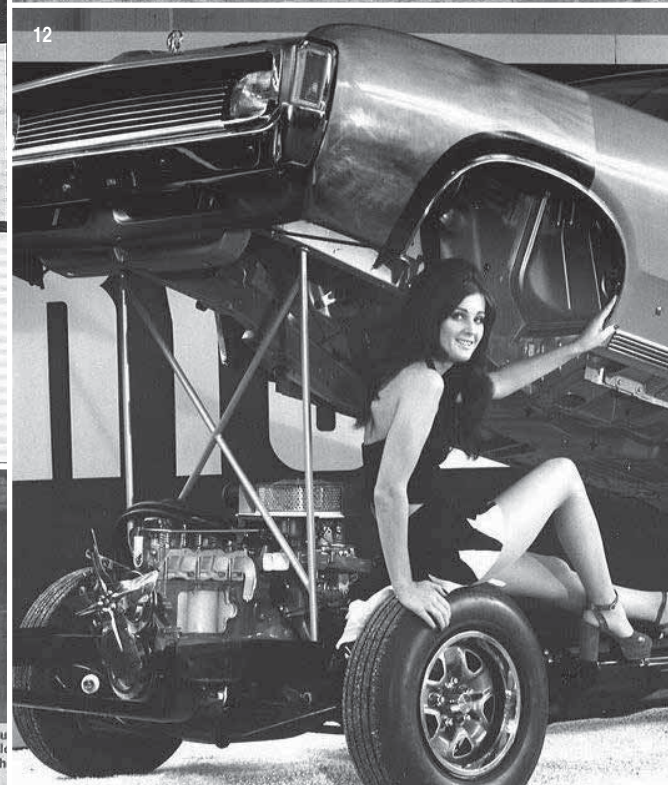
A tribunal will decide whether Lynch should be suspended for breaching the rules but the fact that the Charger capable of 200 mph (320 k/ph) coasted through at half that speed will be in his favor.

Should Lynch survive the wrath of the NDRA he will be mixing it with the other Funny Cars, Top Fuel Dragsters and Pro drag bikes on February 28

WILDEST  
WORLD OF  
DRAG RACING  
WITH  
DAVE ANDREW



12

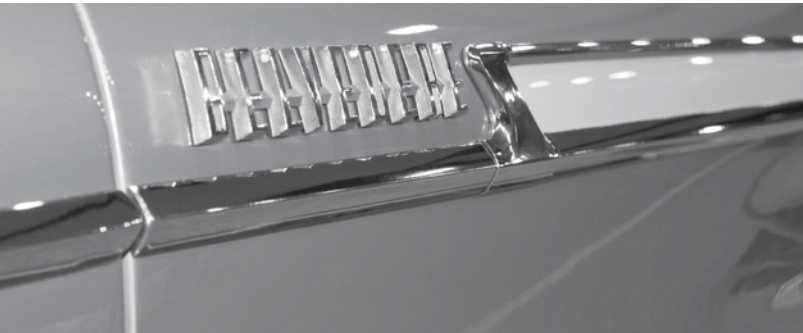


THE SEMI-FINAL match between the cars of May and Zygodlo (above) was one of the best runs of the night, with Holden driver Bruce Lynch taking an 8.34 win from Doug Farmer's Charger. If only the final could have been the same the event would have been boosted a bit. Norm Oakley had an impressive run with Jim Read's Mustang in round one (below), with the Camaro laying down an 8.24 for the win while Read's axles snapped under the strain of a Lenco change.



## AND NOW FOR SOMETHING COMPLETELY DIFFERENT...

In June 2015, this '61 **Plymouth Belvedere** owned by **Tony Netzel** was chosen for the **Power and Performance News Editor's Choice Award** at the **Du Quoin Street Machine Nationals** in the States. Tony bought this car from a junkyard in North Dakota in 1994 – unintentionally! He says they were looking for a big station wagon, but for one reason or another didn't get it. He didn't want to listen to the empty tow dolly rattling around all the way back to Minnesota, so he went through the lot and settled on this car for \$300.



In 1995, he back-halved the car and tubbed it before putting a 440 with a blower in it and drove it around back then. The he decided to ramp it up.

The Belvedere now has a 496 c.i. engine with a small solid cam. But it is the old-school **Mopar** long runner cross-ram setup with **Holley** carburetors mated with two 64mm turbos that really make the engine stand out. Netzel says it is really tame making 700 horses. The power transfers to the **Ford 9"** rear through a 700 **Torque-Flite**. He installed an **Art Morrison** front frame and airbags.

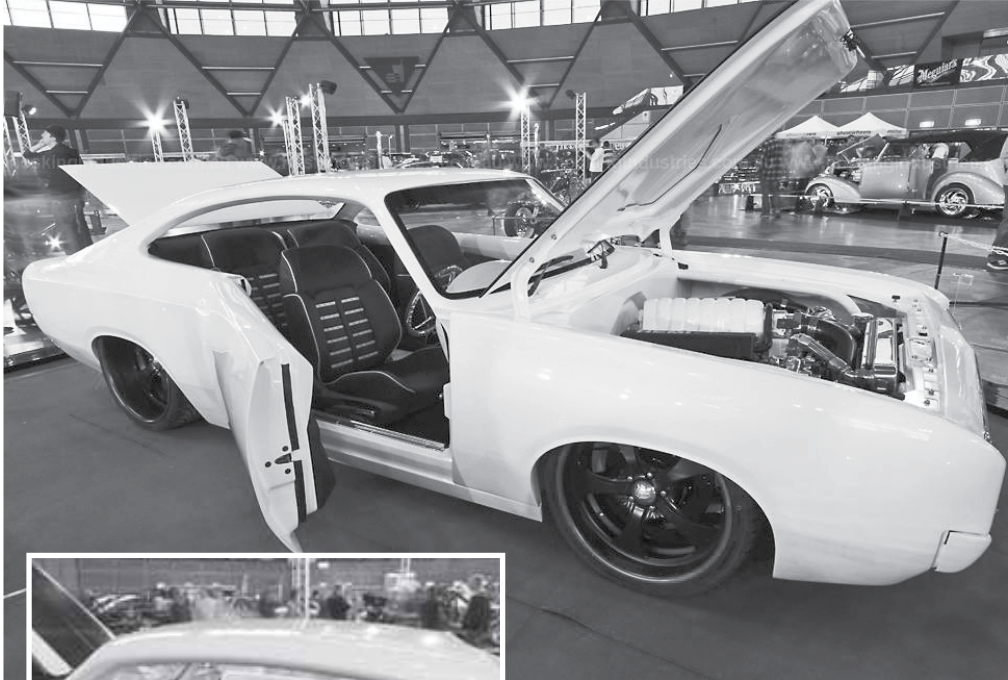
The interior matches the cream colour on the roof and he had the door panels made to mimic the original '61 door panels.

Crazy snakeskin green paint.

One of the most famous custom cars on the planet today.

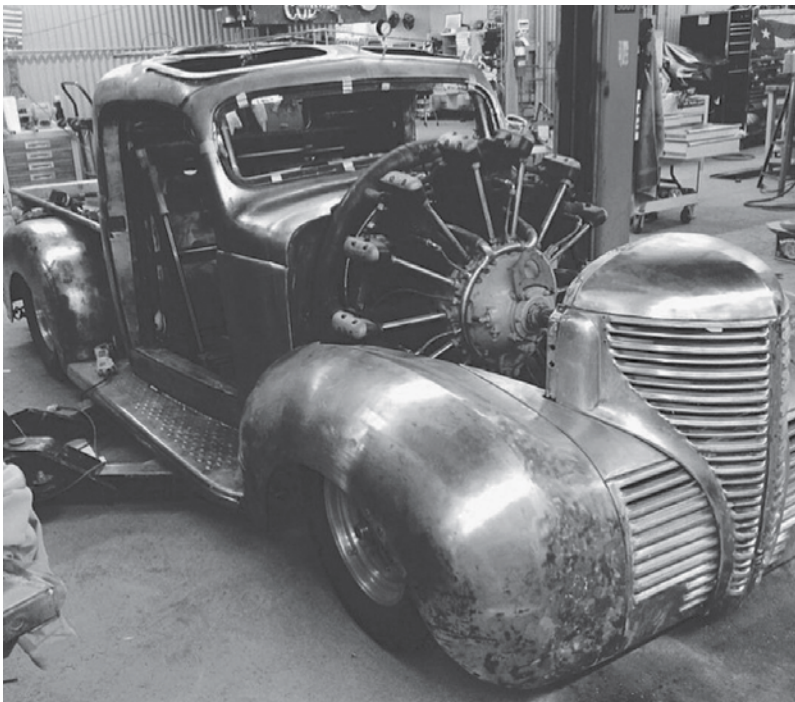






Not one for the purists? This **Charger** revealed at *Sydney MotorEx* in 2010 sparked quite a discussion online. The editor thinks it's still tasteful anyway. As parts get harder to find the future of our marque may well be in customising as salon rods.

The old and the new. Radical.  
This is a model of a very unusual custom union for a 300C.  
A '57 300C wagon body is only slightly wider than an '05 300C front end.



Wanna add some horsepower to your old **Dodge** pickup salt racer?  
Try dropping in a radial engine out of a World War 2 warplane...

No, it's not a **Chrysler by Chrysler** hearse.  
This chopped beast out of WA is a wagon  
with Charger doors and b pillars out of a  
VH coupe. An unfinished project.







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1 Owner, Original Condition.  
\$15,000 ONO.  
– Richard Lee 0427 168 001

4 x Valiants for Wrecking:  
CL V8 Regal SE, 2 door VH Regal 6cyl,  
CL V8 ute, VH V8  
– Hugh 0419 857 905

1964 Hillman Super Minx Sedan:  
in good condition. Yellow with white roof.  
Recon motor 150,000km. \$5000  
– Carol 0455 618 653

Complete CM 245 wagon: \$4000.  
Also CM Regal: \$8500  
– Suzannah 0421 899 704

### CARS WANTED

VG 4-door Pacer in good order (for a friend)  
– Jason 0413 426 360

### PARTS FOR SALE

904 Torqueflite  
with Hemi 6 bell-housing, shift kit etc.  
\$1000  
– Jason 0413 426 360

318 motor complete  
\$2000  
– Peter 0416 880 521

ROH W35's 14x7 polished:  
\$650.00  
– George 0412 794 412

Big block 727 stage 2 to suit 900 HP,  
no converter  
\$2,250  
– Mick 0427 249 070

Wrecking AP-CM Valiants  
New arrival AP6 sedan rolling body. SMS or call  
your parts requirements and I'll get back to you –  
John (Two Wells)  
– John 0419 146 294  
karndakorunye@bigpond.com

### PARTS WANTED

GC/GD Galant bonnet in good condition  
(little/no rust please).  
– Iain 0417 802 474

15" x 6" or 7" stock steelies to suit VC  
– Jaf 0409 098 359

CM chrome regal grille in excellent condition,  
also rear VH bumper in good condition  
– Peter Karapetis 0417 819 451

VH Guards / Charger parts,  
VH RT/770 grille  
– George 0412 794 412

Charger tailshaft suit 360 with 727 auto  
– Suzannah 0421 899 704

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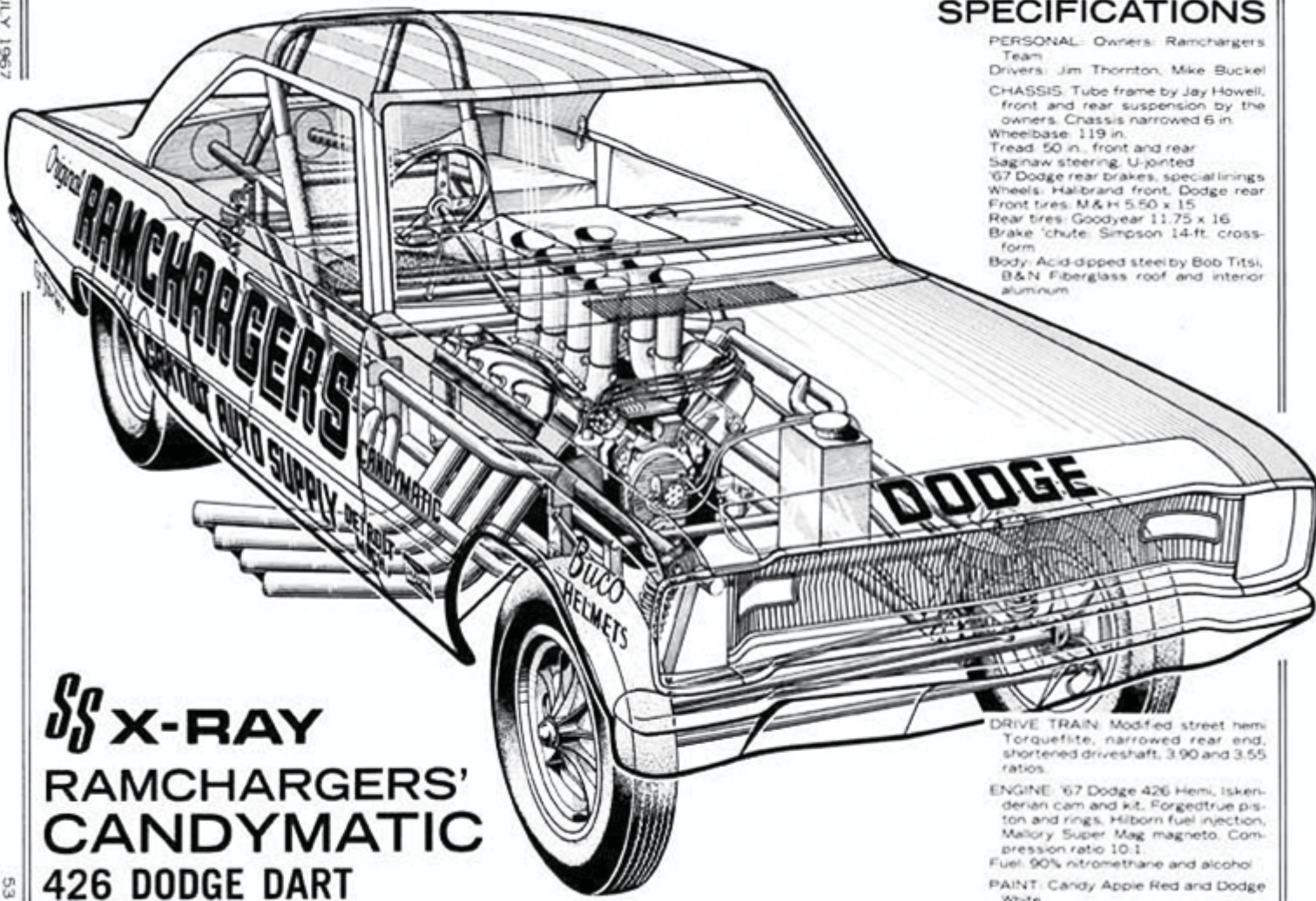
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Event	Date/Time	Location
CCCSA August 2015 Monthly Meeting & 2015-2016 AGM <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday August 11th 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
CCCSA September 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday September 8th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
Mopar Mania <i>The One-Day Mopar drag-racing festival and Show-n-Shine returns! Shine your Mopar, tune up your engine, dust off your helmet, check your tyres and come on out ! Gen Admission \$20, Racing \$90. Full details: Rob 0413088869</i>	Saturday October 10th 7:00 am	Adelaide International Raceway, Virginia
CCCSA October 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday October 13th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
Adelaide Motor Sport Festival <i>Shine-and-Show your Chrysler in your Club Display (discount for 10+) at the Classic &amp; Sports racing festival. Voted 'Best Classic event 2014' by CAMS &amp; John Bowe, includes Historic F1 cars and much more.</i>	TBA	Victoria Park, Adelaide SA 5000, Australia

JULY 1967



### SPECIFICATIONS

**PERSONAL:** Owners: Ramchargers Team  
Drivers: Jim Thornton, Mike Buckel

**CHASSIS:** Tube frame by Jay Howell, front and rear suspension by the owners. Chassis narrowed 6 in. Wheelbase: 119 in. Tread: 50 in. front and rear. Saginaw steering. U-jointed '67 Dodge rear brakes, special linings. Wheels: Halbrand front, Dodge rear. Front tires: M & H 5.50 x 15. Rear tires: Goodyear 11.75 x 16. Brake chute: Simpson 14-ft. cross-form.

**Body:** Acid-dipped steel by Bob Titi, B&N Fiberglass roof and interior aluminum.

**DRIVE TRAIN:** Modified street hemi Torqueflite, narrowed rear end, shortened driveshaft, 3.90 and 3.55 ratios.

**ENGINE:** '67 Dodge 426 Hemi, Iskenderian cam and kit, Forged true piston and rings, Hilborn fuel injection, Mallory Super Mag magneto. Compression ratio 10:1.

**Fuel:** 90% nitromethane and alcohol.

**PAINT:** Candy Apple Red and Dodge White.

## SS X-RAY

# RAMCHARGERS' CANDYMATIC

## 426 DODGE DART

53

(Super Stock and Drag Illustrated)



# DIFLOX

the  
**Dinosaur  
Slayer**  
*by arsis*

SHALL WE OPEN  
HER UP, DIF?

HEY LOOK OUT  
FOR FUZZ, PETRO!

DON'T WORRY, MAN-  
I GOT A PLAN. A  
FOOLPROOF SYSTEM  
FOR JUST SUCH AN  
EMERGENCY!

YOU ARE NOW  
CROSSING TH  
**NSW**  
STATE BORD



IN MY WALLET THERE'S  
A TWENTY UNDER  
THE LICENCE...

THE COPPER SIMPLY  
REMOVES IT WHEN HE GOES  
TO CHECK MY LICENCE!  
WORKS EVERY TIME IN  
NEW SOUTH WALES!

...mmmmmm

WEE-000 WEE-000  
WEE-000 WEE-000

SHIT!

GUESS WE'RE  
ABOUT TO TEST  
YOUR SYSTEM!



AFTERNOON GENTLEMEN,  
NICE MACHINE YOU GOT HERE.  
CAN I SEE YOUR LICENCE  
PLEASE SIR...?

CERTAINLY  
CONSTABLE.

HEY - ARE YOU  
TRYIN' TO BRIBE  
ME, MATE!?

ER...UM...NO  
I DON'T KNOW  
HOW THAT  
GOT IN  
THERE,  
GUV...

-HE MEANT  
TO PUT IN  
A FIFTY!

THAT'S  
BETTER...





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