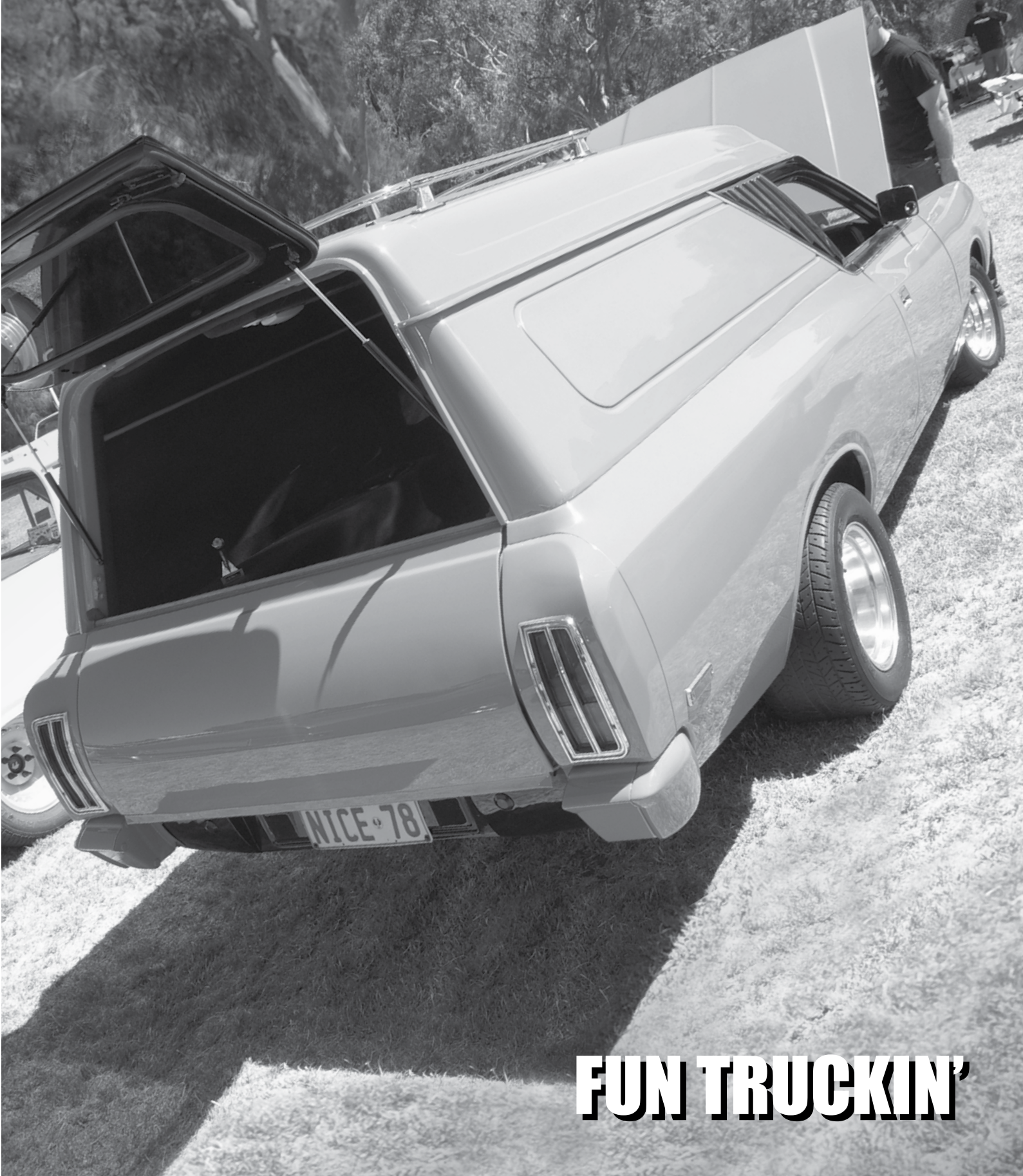




Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



FUN TRUCKIN'



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

SEPTEMBER 2015 - FEBRUARY 2016



All correspondence should be sent to:

The Chrysler Car Club of South Australia Inc.
PO Box 240
Greenacres SA 5086

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

Membership Fees

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

G'day. A belated merry xmas and happy new year. Welcome to issue 25 of the 'new' **Torqueback** called "Fun Truckin'".

What's with the title you ask?

Well, that is an ode to my past. It was the catchphrase for a low-budget teenage comedy film called **The Van**, which my gang of mates all used to quote whenever we'd go out in their vans. An in-joke. We saw this terrible movie at the drive-in aboard a couple of white **Toyota HiAces**. While I was at uni, a coupla mates had courier runs. Another delivered whitegoods. In fact, even before then, growing up there had been a trend for **HT Holden** vans amongst my senior colts footy team.

The van meant a group transit, where travelling was an integral part of the whole social event – with drinking and smoking in the back.

Summer Sundays, we'd pile in a **Kombi**, **Bongo**, **HiAce** and eventually a ten tonner (progressively) to go to the drive-in. We'd even back the container truck up at the **MainLine** and get the esky, couches and beanbags set up in the box. See a **Star Trek**, **Mad Max** or **American Graffiti** from our 'mobile balcony'. Or we'd roll around the back of a HiAce to go surfing down at Horseshoe Bay. And we always got a park in loading zones, somewhere to sleep.

Good times. Fun truckin'. Careful how you say that.

Vans. Panel vans.

The **CL Valiant** panel van.

Remember when panel vans were all the rage? The ultimate in cool. Bodykits, trick motors and suspension, interior furnishings and airbrush art. Loved the murals. I used to religiously read the aussie

magazine **Custom Vans And Trucks** – where they first published me as a ten year old when I sent in a drawing of an **F100** stepside pickup with semi upstacks on enormous rubber – and they reproduced it in the editors column. I even scored a year's subscription! Then of course there were all the classic American rags like **Vans & Trucks**, where it was great to see completely apeshit **Tradesmans** and **Fargos**, but you wouldn't see panel vans as the majority. So your first fix at the Gawler South newsagency on Adelaide Road was always back to Oz with the amazing **Van Wheels** magazine, which of course continues now to dominate our car culture today as **Street Machine**. There's a Facebook group dedicated to remembering Van Wheels, and check out Street Machine's official website.

My apologies this mag was a little late at this time of year, but I've been juggling **All Chrysler Day** PR with preparations for an art exhibition I'm having at the **Tonsley Hotel** in next year's **Fringe** festival, called **Bear Metal: Cars n' Comix**. It'll be on from February 14 during the Fringe and then right up until the Easter longweekend as part of the All Chrysler Day festivities on that last Sunday March 27. I'm not having an opening, but rather a 'closing' party for the exhibition on the Thursday night before Easter. To coincide with the 'meet & greet' in the **Chrysler Bar**. Begin your weekend with some art at the pub. See you all there.

I'd like to take this opportunity to thank everyone for the amazing response I've received to our last issue (although the more I bloody look at it the more mistakes I find!). Isn't it incredible that in late 1977, the first official meeting was held at the **Modbury Hotel** and that first official club run was to Mannum in early 1978! It was an eventful first cruise, as **Steve Curtis'** car was written off in a nasty accident. A



new arrival in another **Charger** hit him and bolted as he was not insured, so **Peter Williams** chased him down and "persuaded" him to come back. Unfortunately Steve's car was a write-off (although it wouldn't be these days, no doubt) and there was nothing he could do.

The club certainly has come a long way.

Still blows me away.

Let's hope that Belgian tycoon really is prepared to invest more than \$US150 million (\$A206 million) in saving the Holden factory and the **Commodore**, and to retain the existing workforce.

Now that would be a xmas miracle...

Keep on truckin'.

Cheers,

Dave H





G'day all,

Well 2015 is behind us and it's into 2016. The last 3 months of 2015 were super busy on the club calendar with the *Bay to Birdwood*, *Motorsport Festival*, *Mopar Mania* cruise, *Coast FM Open Day*, *Christmas Picnic*, *Christmas Run and Dinner*, *Christmas social meeting* and finally *Jaf's Last Cruise*. If you couldn't find somewhere to take your Mopar in all that, then you weren't making any effort at all!

It's now that we start to turn our attention to *All Chrysler Day*. The sub-committee has been working very hard on the 2016 event. Overall the decision to hold it on Easter is proving very popular and we're expecting lots of interest from interstate. Flyers and car stickers are already out there so get promoting the event with your family and friends.

This year we've had to adjust the schedule slightly. The *Meet and Greet at Tonsley* will be on the Thursday night (pubs are closed on Good Friday in case you didn't know). Thursday will also be the final night of an exhibition by **Dave Heinrich** titled ***Bear Metal; Cars 'n Comix*** featuring his art work and posters. These will be displayed inside the **Tonsley Hotel** and Dave will have merchandise on sale. The exhibition, supported by the **Chrysler Car Club of SA**, is part of the **Adelaide Fringe** and it will run from 12th February to 24th March. Get along and check out Dave's brilliant work and support one of our fellow club members. (This also means we are officially part of Mad March!)

Being a holiday, Friday will be a great opportunity to get your Mopar out and cruise with us to Taillem Bend where we will be visiting **Old Taillem Town** and having a BBQ lunch. The idea is that we hope to meet any interstate visitors there on their way into

Adelaide and cruise back to town with them. We also hope to visit the new motorsport complex (if it can be arranged).

On the Saturday we've dispensed with the daytime runs as they haven't proved that popular, instead just focussing on the *Mega Cruise* which will again depart from **Urrbrae** after a meet and greet BBQ from 5pm. Finally Sunday will be the big one, All Chrysler Day 2016 with all the usual entertainment plus more. We'll be looking for support from members soon to make the day a success, so please, volunteer your time if even only for an hour to spread the load. Don't leave it all to the usual suspects! I'll even let you all have a day off work on the Monday to get over it.

I'm also looking forward to the weekend before when I pop my *Chryslers on the Murray* cherry. The Jaffa wagon is getting some money spent on it so that it's good to make the trip. There's also a good contingent making the *Mopar Marathon* by including *Chryslers by The Bay* in Geelong the week before that. Should be a great trip.

Anyway, enough from me, get your Mopar out and see you on the road!

– Iain



– But first, a modern Chrysler van officially brought to you by...

adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Hi all, time again for my Dialog.

Chris and I hope you had an enjoyable Xmas and Santa delivered lots of goodies to you all.

In October we met one day at the club rooms around 7am and headed to Fullarton Road where we met other members (some dressed in period costumes) before we entered Victoria Park for the **Australian Motor Sport Festival!** What a very interesting day with many makes and models on display. Some even raced their historic cars around the track – a very loud and enjoyable day.

Then at the beginning of November club members met at Glandore Community Centre where the radio station **88.7 Coast FM** is based, and put on a club display for their inaugural **Open Day**. So we were able to view the studio personally, check out many stalls with all sorts of memorabilia to purchase, try the food vans and then also enjoy many different bands playing throughout the day.

At the end of November, the **Kid's Xmas Picnic** was held at the **Gum Reserve**, Tranmere. With the weather being perfect for the day, there was a playground for the children to use while a barbie lunch was cooked, and then after lunch Santa arrived in a yellow Ute – with lots of presents, xmas stocking and bags of lollies for all the children that attended.

Of course, the day was enjoyed by all. Little kids and big kids.

At the beginning of December we had our annual **Xmas Cruise Sleepover** (is that the official event title now? Ed). Members met at the clubrooms around ten AM, where **Damian** handed out our run sheets with questions to be answered along the way.

So we headed off, but getting to the outskirts of Adelaide was a slow trip because of all the road works happening – but after that it was a breeze.

We stopped for morning tea and then headed off to Milang where we had lunch at the pub. After lunch we cruised to the **Mill Cottages** in Second Valley, unpacked and sat down for a well-earned “happy hour or two” before we walked across to **Leonard's Mill** for xmas tea.

Jason presented a quiz which was quite challenging for some of us, and once tea and drinks finished we retired around midnight.

Sunday morning **Chris H** and **John C** cooked bacon and eggs while the questions for the cruise were marked with the **Challenger** team (**Jason** and **Karen**) answering the most questions correctly. Brekky finished and once all cleaned up, **Jason** thanked **Damian** and **John L** for their time organising such a great weekend.

All cars packed, we headed for home along the coast while others headed to the **Hot Rod Show** at Uraidla. So it was a great weekend had by all. Why not join us next year?



Our last meeting for the year was a pizza night which was (obviously) enjoyed by all who attended!

Now we are busily organising **ACD 2016** which falls on the Easter long weekend in March, while a number of club members will also heading over the border to Albury-Wodonga and Geelong for their Chrysler Shows earlier in March.

In June we have our **Historic Registration Day**.

For all other club events stay tuned to the events calendar. That's all for now and we wish you all the best for 2016, safe and happy motoring in you Mopar.

– Di



Dodge Tradesmans 'west coast' style, California 1976.

A CHRYSLER PANEL VAN

In Australia, panel vans were a development of the Australian “ute” based on an original sedan chassis. By the late 1980s, they began to slowly disappear from Australian roads as demand fell and major manufacturers slowly ceased building them. In Britain, this body style was referred to as a “car-derived van”, and in the US as a “sedan delivery”.

Most utes usually had an option of metal, then later rigid plastic, shells that would fit over the back of the tray, usually to just above the existing roofline of the passenger cab – thereby extending the vertical space drivers could store in the back. Later shells offered windows for ventilation along the sides and even pop-out or swing-out windows at the rear to aid the driver’s rear vision. These were eventually integrated into the body of the ute itself to form a hybrid vehicle that, while based on a ute body, offered more rear space than a conventional station wagon with its rear seats folded down. The panel van was born.



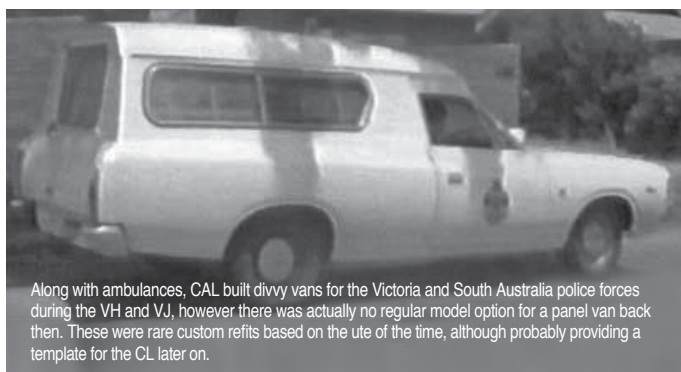
The Dodge D5N range was Mopar's first foray since imports of the 1940s into a “sedan delivery” concept for Oz. Undoubtedly it would become the illegitimate ancestor of the Valiant CL panel van.

Initial models were fitted at the rear with swing-down and -up doors (like utes), but later models came equipped with “barn-door” configurations that opened out to the sides of the vehicle, rather than down, aiding the loading of bulky freight into the vehicle without (as badly) damaging the body. Passengers could climb from the interior passenger cab into the cargo bay behind them easily. Later the installation of safety cages which segregated passengers from the cargo area became popular to prevent freight from the back sliding into the passenger cab (and potentially injuring the driver).

The first panel vans were manufactured by **Holden** and **Ford** in the late 1950s, but did not become popular until the mid-1960s. By the early 1970s, usually when based on the Holden **Kingswood** and Ford **Falcon** model of the time, panel vans had become Australian cultural icons. The **Sandman** is probably the

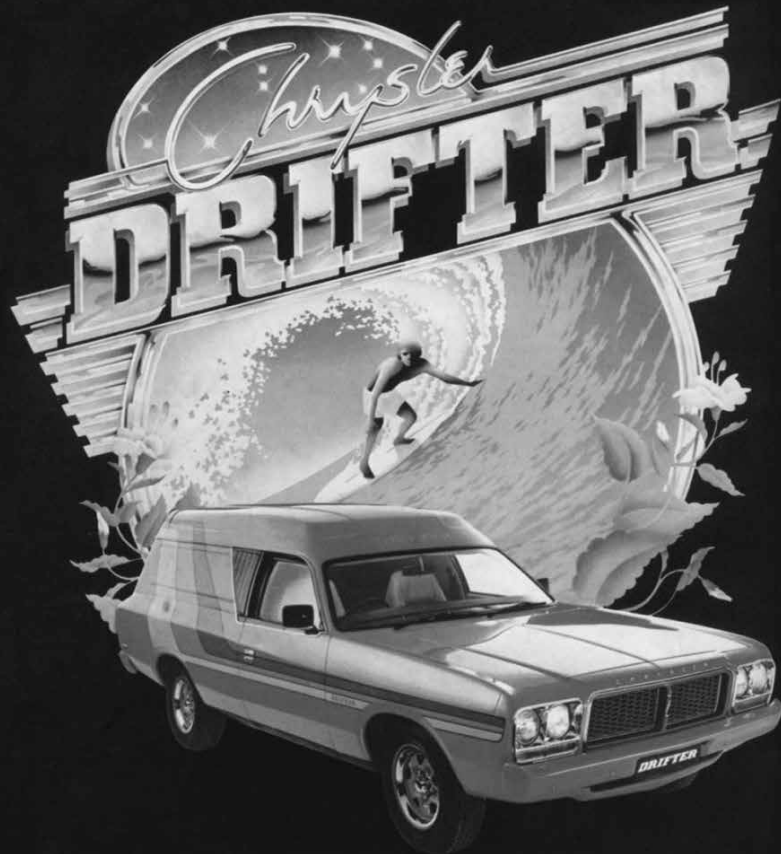
best-remembered of these: for example, driven by **Mel Gibson** in the 1979 movie **Mad Max** was thought to be either a Holden Sandman or a customised Holden panel van (apparently a 1975 **HJ** model in both cases). Ford panel vans (known briefly as **Sundowners**) were also popular to a lesser degree. **Chrysler** also came to the party in 1976, offering a **CL** model Valiant panel van – one with **Regal** specs and a second special pack dubbed the **Drifter**, but these could not compete with the popularity of Ford and particularly Holden, and were axed in 1978.

The model range of the CL Valiant was certainly nowhere near the heady days of the **VH** series, when 56 different model variants were available. In fact, there had been a continued rationalisation of the model line up, and the CL series was no exception, that number dwindling to only seven. Even the brilliant **Chargers** had fallen from favour, sales of the powerful steed once counting for over 50% of Valiant sales, this number had dwindled to just over 8%.



Along with ambulances, CAL built divvy vans for the Victoria and South Australia police forces during the VH and VJ, however there was actually no regular model option for a panel van back then. These were rare custom refits based on the ute of the time, although probably providing a template for the CL later on.





Your world is where you point it.



The spirit of Charger rides again.

If you could build a van that captured the feel of a Charger, you'd have a great van.

It would need Charger's racy grille, and behind the grille, one of Chrysler's famous hemi sixes. The 4.0 litre, or the punchier 4.3. Or maybe the still punchier 5.3 V8 teamed up with Chrysler's 4-on-the-floor manual shifter.

Or, to keep your hands freer and make life easier, Chrysler's smoother than smooth automatic transmission.

Inside, your van would be Charger all over.

Reclining bucket seats, and full carpeting. Matt black dash with full instrumentation including a big, fat tach. A sporty soft grip 3-spoke



wheel and a prismatic rear view mirror.

Up back you'll have full headlining and carpeting, and a separate dome lamp, and maybe side windows.

Outside, Charger Q.I. high beams, and six inch wheels, matched to a tough, smooth, high riding suspension system including

a front anti-sway bar.

And you'd give it a name that advertised what it was.

Perhaps you'd choose the name we chose ourselves.

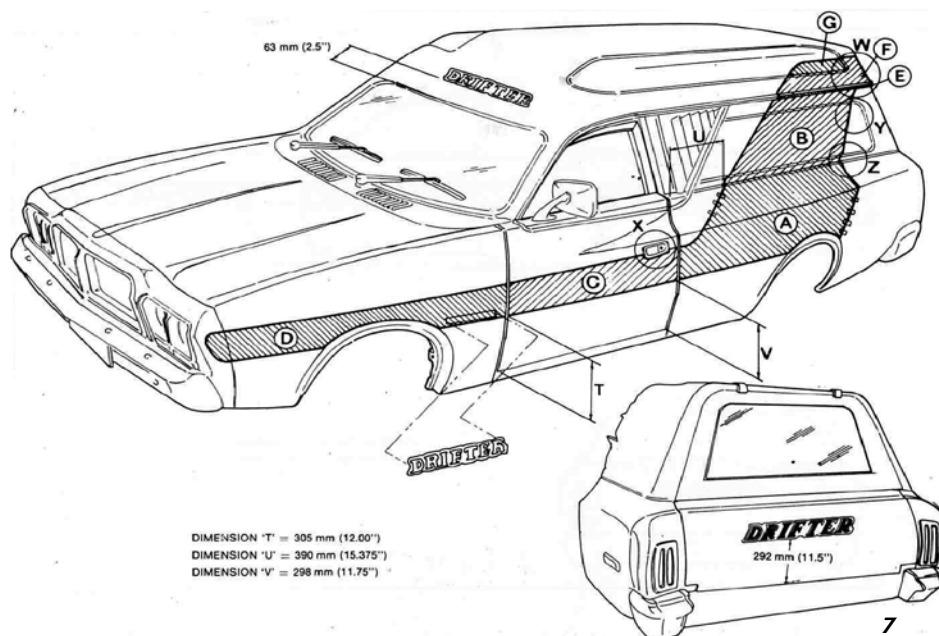
Chrysler Sports Van.



Chrysler Sports Van.



AVP 2





The development then of an entirely new model seemed at odds with the conservative approach being taken by Chrysler. Nevertheless the company embarked on a research and development plan for the production of a panel van. In fact, CAL released two kinds of panel van, (basically) a Regal and a Drifter.

Panel vans became increasingly popular throughout the early 1970's, both for trade and recreational use. The reasons were many and varied, lower sales tax applicable on vehicles deemed to be "commercial", and when decked out with mattress in the back few doubted the intentions of the owners to be "on the job" every Saturday night.

When the Chrysler vans hit the market, panel van sales had reached a staggering 18.5% of the total commercial vehicle market share. For the younger market, Chrysler released a Sports pack and a Drifter pack, both designed to take on the likes of the Holden Sandman and Ford **Surferoo**.

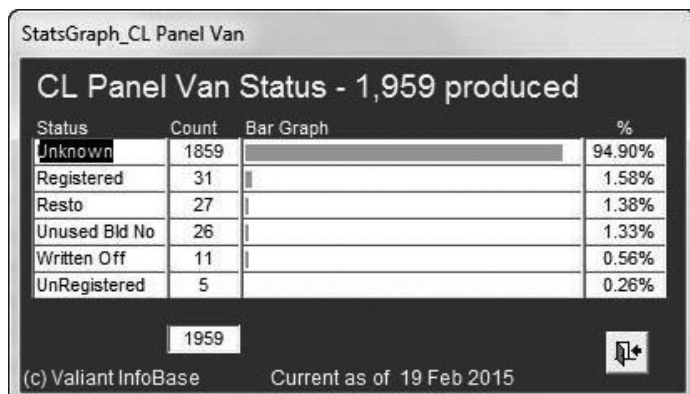
The sports pack came fitted with the Charger grille, quartz halogen high beam headlights and a three-spoke sports steering wheel. Powered by the 4 litre 245 Hemi low compression engine mated to a three-speed column shift manual tranny, it was possible to option it up to suit your needs. The standard equipment list included electronic ignition, dual headlights, dual-rate rear springs, front anti-roll bar and power assisted 280mm (11 inch) disc brakes at the front. Rear entry and egress was made via a two piece tailgate, the upper gate being supported by gas filled struts.

The Drifter was released a few weeks after the sports pack, and became an overnight cult classic. It's bold exterior paint and decal treatment was in tune with the fashion of the day, the colour combinations consisting of Impact Orange, Alpine White and Lemon Twist. It naturally featured all the trimmings of the Sports pack, but came standard with a beefier 4.3 litre Hemi 265 engine mated to a four speed floor mounted manual transmission, along with radial ply tyres, styled wheels and colour-coded bumpers.

The vanning craze conquered the world during the 1970s. In the States, vans of all kinds (but in the main, the nowadays conventional and traditional cabover 'box' shape) were wildly customised with furnished interiors. And the yanks certainly did some creative stuff with Dodge and Plymouth tradies.

Meanwhile here in Oz, the panel van was the fashion. Naturally the commonplace Holden, Ford and Valiant panel vans soon became the most popular and accessible material for street machine expression, on the back of the trend in the US.

Chrysler panel vans are very hard to come by today, few have survived and there weren't all that many made for too long in the first place. But they continue to attract attention from admirers like us, because they are so rare and unique – and maybe because they remind us of those halcyon days long gone – when the panel van was king.





Noooooooooo.... if only they knew.



Drifters, Sandmans and Sundowners became synonymous with Oz beach and surf culture.



The Coca-Cola Denimachine was a famous PR gimmick for radio station 3XY, preceding today's mobile refreshment and merch stations such as Triple M's Blue Thunders. Spot them in the carpark on your way to work or the beach and you could score a Coke, a Chiko Roll and maybe even a 45 single on vinyl.



GOOD IDEAS?

Top left: The PT Cruiser's retro styling was inspired by the coupe rod which itself borrows much from the sedan delivery concept. So it naturally lends itself nicely to a 2 door custom 'throwback' like this.

Bottom left: How's this for a mod? A '71 Dodge Challenger mated with a Vista Cruiser backend (not to mention the General Lee 4x4 in the background!). Apparently Dodge may now be coming out with a Challenger Hellcat wagon.

Below: No, this is not real – but the mind does boggle. A clever bit of photoshopping to create quite a reasonable looking Dodge Charger sedan delivery.

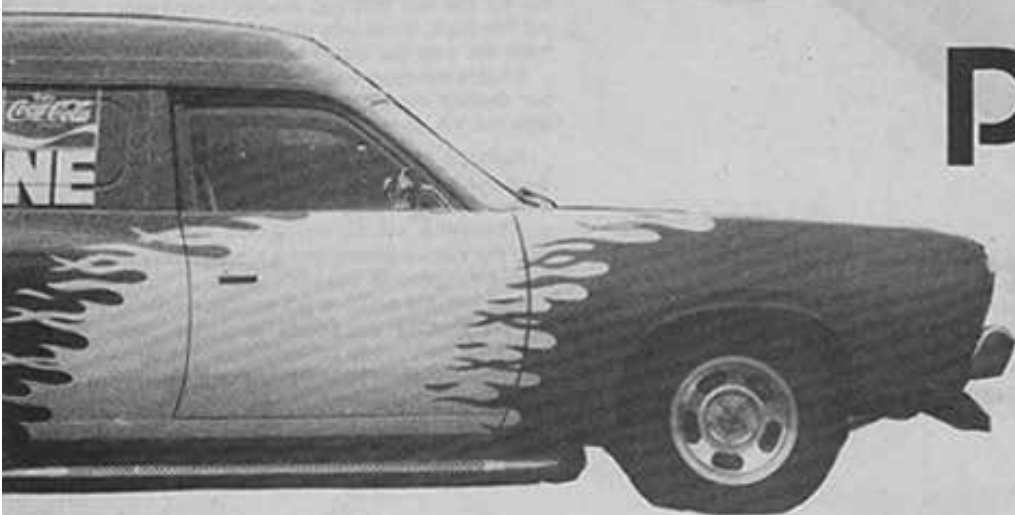


EXCLUSIVE FIRST DRIVE:



Chrysler is about to join the panel van sales race with a Valiant van reputed to have cost \$3 million to tool. It won't be released for sale until around March, but we've already driven it. Assistant Editor Mark Fogarty reports on our exclusive first drive of the Coca-Cola - 3XY "Denimachine" . . .





VALIANT PANEL VAN!



CHRYSLER Australia could have another Charger on its hands in the Valiant Panel Van due for release around March this year.

Although its arrival in the latest boom section of the car market is somewhat late — like the Charger was in 1970 in the then popular two-door coupe market — Aunty Chrysler's van looks like it may steal sales from The General's sales-winning Holden Sandman.

Pre-production vans have been on the road for a couple of months now, and their reception has been good. While Chrysler has not been hiding the van away from prying eyes, it has not been releasing details of the van either — although it is common knowledge that the production line is being geared up for them now.

The Valiant van, if a promotion as successful as the "Hey Charger" theme can be organised around it, should become popular with vanners. While they continue to reject the Falcon van because of its outward-opening "Barn doors," an alternative to the "everybody's got one" Sandman is eagerly awaited by the mobile bedroom set.

And with the help of the latest CL Chrysler cosmetic update, we think Valiant van has the looks to help it. The bold twin-headlight CL front matches well with the van rear, giving the car a powerful appearance.

The old-fashionedness of the Valiant sedan body is not obvious in the van design.

We've driven a Valiant van already — a special promotional vehicle put together for Coca-Cola called the "Denimachine."

The van made its first public appearance at the Movin' Free Spectacular in Melbourne just before Christmas. It was up against a number of equally-tricked up vans from GMH and Ford.

The Denimachine — which was based on a similar promotion organised around a Ford Econoline van by Coke in the United States — was done by Chrysler, and really turned the heads.

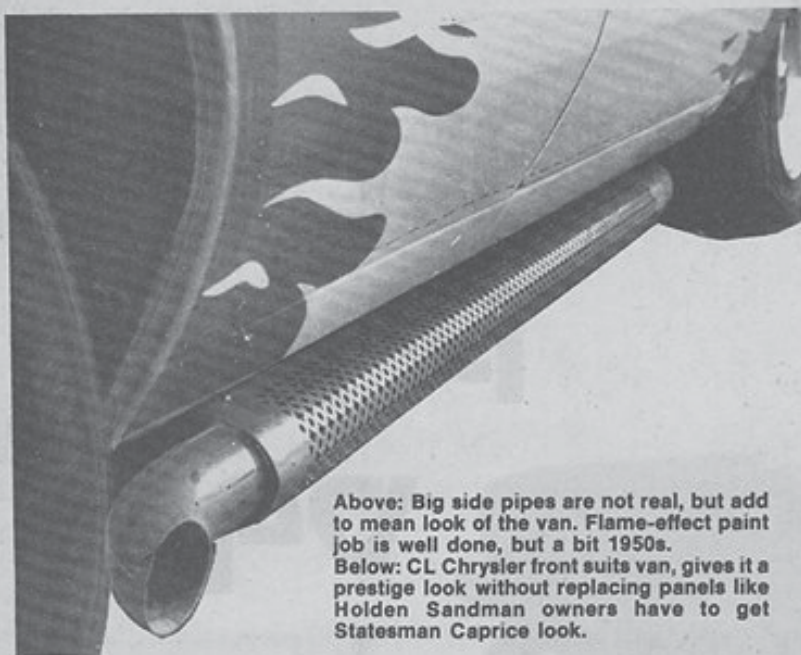
Painted red, white and blue with a flame effect at the front, it is decked out in denim trimming inside, of course. The front seats, cabin/load area divider, and mattress are done in denim, as well as the roof lining. Thick, shag pile carpet is used throughout, and there is a small car 'fridge and ice box in the cupboards along the side of the rear compartment.

Other touches are a portable black-and-white TV with built-in radio, cartridge stereo sound system, and lighting by four little spot lights in each corner of the "living area."

A wind-up sunlight completes the package, which incidentally was the first prize in a competition run by top-rating Melbourne radio station 3XY and awarded at the 3XY Expo '77 at the Exhibition Buildings in January.

The Denimachine was powered by the 5.2 litre standard fuel V8 coupled to the familiar Torqueflite auto transmission.

Other good bits were mags and radials and a front spoiler, plus little portholes on the sides.



Above: Big side pipes are not real, but add to mean look of the van. Flame-effect paint job is well done, but a bit 1950s.
Below: CL Chrysler front suite van, gives it a prestige look without replacing panels like Holden Sandman owners have to get Statesman Caprice look.

spill guard, carpet, heavy duty shockers, quartz halogen high beam, and floorchanger for around \$430.

When we drove the Denimachine everybody wanted to know about it. Questions and comments like "Who makes it?", "Is it out yet?", "But Chrysler doesn't make a van" were common.

Driving it was like getting behind the wheel of a big-engined Regal sedan. If it was not for the fact that you couldn't see much out the back, there was little to call different from the way the sedan behaves.

It holds the road well, and handling is on a par despite the extra weight it carries. And with the V8, performance was adequate.

Perhaps in standard form we would expect the Valiant van not to be as civilised in its road manners as Denimachine, but we don't think it will be any worse compared with the Valiant sedan than a Kingswood van is to a Kingswood sedan.

And reliable sources tell us that Chrysler will be making the sports dress-up pack available on the ute an option on the van, putting this version in direct competition with Holden Sandman.



VALIANT PANEL VAN!

Although Chrysler won't tell you so yet, the van is based on the ute (a conversion easily done, as witnessed by the conversions done for the Victoria police a couple of years ago for their divisional vans).

Following the theme of the CL passenger range, you can confidently expect that the van will be well-equipped in standard form and be competitively-priced.

And for you facts 'n figures types, here are a few relevant specs we managed to find out on the van: weight 1424 kg (3133 lb); wheelbase 2819 mm (111 inches); length 4988 mm (196.4 in); width 1885 mm (74.2 in) and 1491 mm (58.72 in) respectively; and turning circle 11.76 metres (38.6 feet).

Chrysler has sunk a reputed \$3 million into the tooling of the van. Our sources say that on this investment it will take five years for it to recoup the money, which would indicate that the van will be around for a while in its basic form.

Despite the big tooling investment, Chrysler have done nothing to upgrade van design. Rear visibility is still poor because of the high tailgate and lack of side windows as standard.

Chrysler seem to have missed a golden opportunity to cash in on some long-awaited innovation, something that would be a big extra help in establishing against GMH and Ford's well-established vans.

Pricewise, it should be about \$150 dearer than the Falcon van, although an optional dress-up pack based on the ute sports pack will almost certainly be offered.

This consists of side stripe, full instrumentation, sports steering wheel, styled road wheels, and grille from the Charger, reclining bucket seats, fuel filler



Valiant van breaks no new ground for panel vans. Tailgate window is still too high, and rear vision generally poor.





PHOTOS CHRIS THOROGOOD

TEENAGE DREAM

Street Machine's Simon Major dreamed up this van when he was nine years old. Three decades later, he built it for real



STREET MACHINE 097



SEND THE DeLorean back to 1982, and I'm an eight-year-old obsessed with BMX and big rigs. I'm at the newsagent scanning the latest *Truckin' Life* when I stumble onto *Custom Vans & Trucks* issue 24. My mum figures it couldn't do any harm so she shells out \$1.85 in exchange for me washing her shovel-nose Toyota Corona.

I proceed to pore over this magazine and am soon completely hooked on vanning. By 1983 I've had a letter published in *Custom Vans & Trucks* outlining the Valiant van I intend to build, but it's another 29 years before I finally did the deed. Of course, by that time I'd built my fair share of cars and raised a family. Did I really still want to fulfill the vision of my 9½ year old self? One whose main features include a Trans-Am front, full-on murals and crushed velvet interior? You betcha! Aside from a few small details, the van – now named Disturbia – is alarmingly similar to how I wanted it all those years ago.

I bought the van in 2005, just as it was on the cusp of heading to the wreckers. It was sight unseen, but for \$499 I figured I'd at least get a couple of bits to put aside. I was pleasantly surprised when it turned up in the driveway. A decode revealed a Stellar Blue V8 manual sports pack and a quick cleanout had it showing plenty of potential. The bolt-on

panels were completely rooted and the engine and trans were long gone, replaced by a seized Hemi 245 teetering all by its lonesome on the K-frame. The perfect example for the sacrilege I had in mind. There was no interior, and plenty of other vital bits were missing, so I sourced a rear-smashed CL Regal V8 sedan to donate the shortfall.

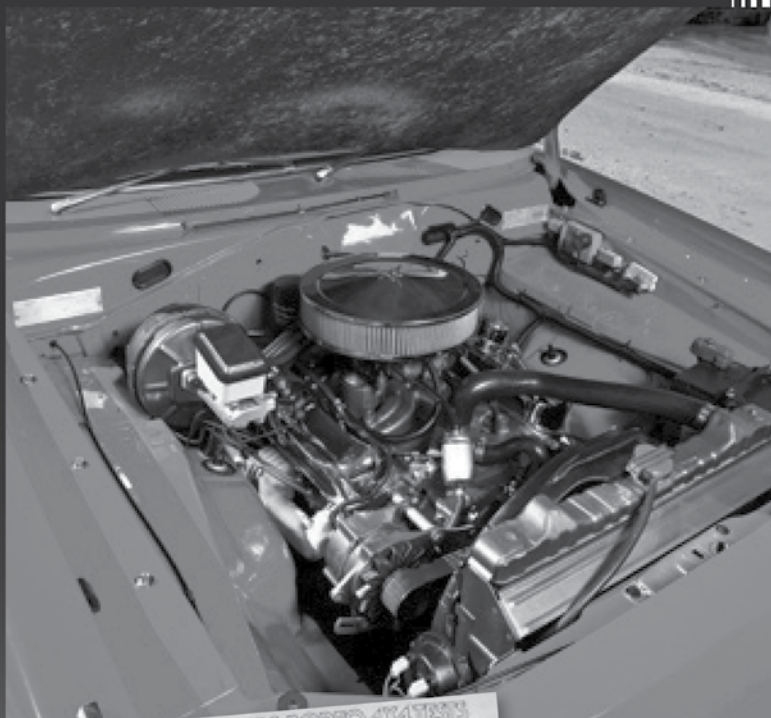
The only way I could afford the build was to do as much as possible myself, so I bought a cheap MIG and sorted out the rusted radiator support panel, floorpans and shifter hole, while my mate Chris Bangay tackled the trickier pillar welding when the rusted plenums were replaced. New sills, lower rear quarters, filled side windows and a butchered sunroof hole were all handled by yours truly, and I used reversed VG hardtop roof gutter seams to replace the badly rusted originals. Mint replacement doors and front panels saved a heap of prep work, then it was time for the fun to start.

Another mate, Ash Knowles, whipped up a neat rollpan to tidy up the rear, while VG Valiant Safari tail-lamps were a bolt-in deal. We replaced the chunky stock side markers with '68 Dodge Charger versions, and an HQ Holden panelvan roof spoiler was heavily sectioned, narrowed and moulded in to better suit the unique Chrysler roof pressings.

The spoiler was a test bed to learn some 'glassing skills before tackling the pièce de résistance –

I bought the van just as it was on the cusp of heading to the wreckers





MY VAN

Guido, my name is Simon and I'm 9 1/2 years old and I make you say to me and I'd love to have a van or car etc. my model, but I can't. You and custom are my dream but for every want to get a van, my van, but I'd love to get a member to a Trans Am front if possible or if not possible I would like a Regal SE grille but both ways I would like it allowed to sit 12 in 12 slots with 12 in 12 slots on back and 2 in 12 slots with 12 in 12 slots on front and hand light covers, because they don't catch my eye and a two section sun roof. Interior would be in crushed velvet and an archway with velvet trim, like in back on left side of the van, bubble windows and inside you could pull something like a blind and have curtains behind it the look out the window. Engine would be 318 V-8 with auto transmission with custom sticking out of it against the law just on 1980s Chevrolet front end and a Mack Bulldog on the end of the hood. I don't know what I'd call it. I would picture of their van for some one's for my room when you would be a full length Regal grille with quarter bumpers like a Trans-Am grille.

SIMON MURCH
The Gap Robinson, Qld. 4061

By the time you're old enough to drive there, a Van will have a great enough that you'll want to see or have it. By the time you're old enough to drive there, a Van will have a great enough that you'll want to see or have it.

ENGINE: Under the bonnet, Simon has kept things pretty tame with a basic 318ci combo running a mild Surecam grind and a 2bbl Holley. Further back, there's a shift-kitted 904 Torqueflite and a 3.45-gear LSD Borgy rear end

FROM DREAM TO REALITY

LEFT: Simon was just 9 1/2 (that half makes all the difference when you're nine years old) when he planned his van build in this letter to *Custom Vans & Trucks*. What were you doing when you were nine?

01: With just 1920 Chrysler panelvans rolling off the production line, finding a survivor to build 30 years later was a challenge. Simon paid \$499 in 2005 to save this one from the scrappers, and then started the build in 2009

02: Buying himself a cheap MIG welder, Simon had a crack at removing the tinworm infested metal himself. Good mates Chris Bangay and Ash Knowles helped with the trickier bits. The HQ Trans-Am front and roof spoiler took a month to modify and fit

03: Sprayed in BA Falcon Vixen Red, with custom airbrushing thanks to Little Mick, the van was finally starting to take shape. The whole thing took just two years to get on the road and 95 per cent of the work was done right there in the carport

04: Simon concentrated on getting the van roadworthy before tackling the 70s-spec crushed velvet trim. It took 12 months of spare time to deck out the rear of the van, complete with mirrored pentastar archway



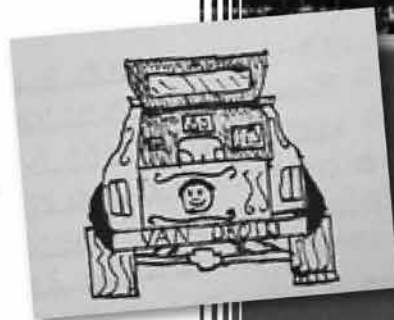


ABOVE: It's the automotive equivalent of a mullet; all business up front, party in the back. Throw in the disco ball, bubble TV, Atari system and acres of crushed velvet, and it's an 80s time warp!

BELOW: The custom pentastar console incorporates an original set of Hurst Lightning Rods. All the cool kids wanted these back in the early 80s. The glovebox lid is signed by the top van builders of the 70s & 80s

CONCEPT ART: Some original Simo artwork, circa 1983! The murals are a little different and the name has changed, but most of the original vision is there, including the fake Jag rear!

MAIN: Halfway through building Disturbia, Simon also found time to knock up the Impact Orange van, which runs a 318ci V8 with a bench seat and column shift auto. It also features some cool 80s details including bubble windows and Chevy drop pipes



SIMON MAJOR
1977 CHRYSLER CL
VALIANT PANELVAN
Colour: Vixen Red

ENGINE

Make: Chrysler 318
Carb: Holley 2bbl
Heads: 318 Fireball, ported
Pistons: ACL
Camshaft: Surecam
Lifters: Crow
Ignition: Chrysler electronic;
Mopar orange box
Cooling: CL Regal three core
Exhaust: 360 headers, twin
2.5in system with Hurricane
mufflers

DRIVELINE

Gearbox: Chrysler 904
Torqueflite
Converter: 2000 stall
Diff: Borg Warner, 3.45
gears, Fairlane LSD

UNDERNEATH

Front: Torsion bar, lowered 2in
Rear: De-helpered leaf
springs
Shocks: Monroe
Brakes: VJ Valiant calipers
(f), CL 10" drums (r)

WHEELS & TYRES

Rims: US Racer Slot mags,
15x7in (f), 15x8.5in (r)
Rubber: Atlanta 205/65 (f),
Hankook 275/60 (r)

THANKS

My wife Vanessa for accepting
the car obsession; Chris
Bangay, Jamie Smith, Andrew
McDonald, Aaron Henry, Ed
Craven, Tim Hall, John Major,
John Kean, Todd Swinscoe,
Tim Hall, Little Mick,
majesticvanners.com and
Brad Coughlan for lending a
hand and trusting my sanity



a genuine 1970s J&G Automotive fibreglass Trans-Am front. They're an awesome fit on an HQ, but it needed a month of my spare time to neatly fit the CL. To make rego easier, I made it a totally bolt-on affair by grafting it to the steel Valiant nosecone. This hides a hefty RHS front bumper, which was welded to the factory irons.

Amongst all of this, I'd been building a 318 donk, which remains pretty stock apart from a mild cam, headwork, a two-barrel Holley and a cool-sounding Gilmer cam-drive set.


Once the bodywork was complete and prep coats done, the shell was rubbed back and sent to Tim Hall, who flowed on the BA Falcon Vixen Red topcoats. My original plans called for a Coca-Cola 'Denimachine' paint scheme, but at the 11th-hour I realised the van deserved its own identity. The choice came down to blue versus red, with red winning out to better help the murals and Trans-Am front to pop.

As a kid I'd watched Little Mick airbrush at van shows, so it seemed appropriate to have him wield his magic decades later. I was blown away by the result – a traditionally themed big-boobed slayer fills one side, while a van remembrance wall paying homage to five favourite vans graces the other. The interior was themed mullet style: business up the front, party out the back.

Now that all's said and done, Disturbia is a huge

item ticked off my bucket list, and I'm having a ball driving and showing it. People either love it or hate it, get it or don't get it – there isn't much middle ground.

Budget restrictions and stubbornness saw me do 95 per cent of the work myself – while still having a possessive hand in the remaining five per cent – but it would never have been finished without the help of my great mates and my long-suffering wife, Vanessa. In hindsight, I can say that this was more than just a project; it was a journey. I don't want to start sounding all corny here, but how else can you describe a build that's essentially spanned three decades? Forget about the van for a minute, it's the core of the build that spins me out. It's the strengthening of mateships, learning a heap of new skills and meeting many of my vanning heroes – guys like John Evans, Steve Abbott, Fuzz Heinrich, Steve Towers, Greg Mercer, John Strachan, Leon Harris and Little Mick – who gave up their time and advice to see Disturbia hit the streets.

Although this journey has come to an end, it'd be a shame not to put some of my newfound skills to further use. There's one last childhood dream itching to be built; a *Midnite Spares* movie replica Holden one-tonner tow truck. The spare HQ front filling space in the shed may find a home after all. One thing's for sure, though, it'll be a hell of a lot easier to fit. 



The mullet-style interior is business up the front, party out the back





VANS
& trucks MAGAZINE



Captain Nemo's Revenge

20,000 leagues
over the road!

Every once in awhile we run across a van that seems to redefine the meanings of such words as custom, unique and one-of-a-kind. Rick Hooper's "Nautilus" is one of those vans.

Rick, who hails from New Philadelphia, Ohio, estimates over \$20,000 has gone into his show-winning '76 Dodge. This is in addition to about nine months of hard labor. Everything that could be altered, was. The engine, body, suspension and interior all received that "special Hooper touch."

The most radical changes were made to the body. "Trick Rick," as he is called in the business, first chopped the top and then added a tilt front

Note the stained glass sunroofs. The special wood steering wheel is another super custom touch.





The interior was done in a very elegant Victorian motif. Tongue-and-groove oak flooring was used on the walls and ceiling and the cabinet is made of cherry wood.

end. With this done, he proceeded to shave the door handles and lights and build a custom rear end with a hinged tailgate and recessed window. The fender flares, front and rear spoilers and bumpers were then expertly molded into the now flawless body.

The paint was actually a five step process. First, the van was painted black; then Rick mixed blue candies and pearls over the black to deepen



John Maranelli (right) and owner Rick Hooper demonstrate the trick tilt front end on the Nautilus. Needless to say, there's a lot of work and pride wrapped up in this Dodge.

The rear wraparound sofa is in the true Victorian style with carved legs and pleated skirt. Even the sunroof frame is made of carved wood molding.



Captain Nemo's Revenge



The van features a super paint job. Rick was responsible for everything but the mural, which was done by brother Bob. The paint went on in five steps. Black, blue candies and pearls, green and yellow accents and gold leaf were added before mural.

the effect. The green and yellow accents were added next, followed by the gold leaf lettering and the murals. Rick did everything but the mural work, performed by brother Bob.

Complementing the overall exterior treatment are gold anodized wheels by Eccense and a gold tube grille by Genex Tool and Die. All glass has either been replaced with real stained glass or intricately etched with designs.

Under all this finery is a modified suspension complete with Hellwig sway bars, Monroe shocks, and 1-ton truck front springs.

The stock 318 V-8 has been beefed-up with a Ramchargers cam, Holley 600 c.f.m. carb, Weiand manifold and Hooker headers. No giant squid will ever catch this Nautilus!

The interior is just as refined as the exterior. (continued on page 96)

Photos by Gary Duffett

Captain Nemo's Revenge

(continued from page 21)
It is in a Victorian mood, with wood and velvet dominating throughout. Tongue-and-groove oak flooring is used on the walls as well as the ceiling. It combines with antique red velvet in the rear and in the cab. The floor is made with antique floor carpet. The furniture is first class all the way. The rear Victorian-style sofa is complete with carved legs. The cabinet is made of cherry wood and features cut glass doors and storage below. An interior is hidden inside.
In the Captain Nemo style, Rick has a complete system of electronics. A Rover CB is attached to a Tenna electric antenna and a Pioneer name race through Mini Meta speakers. There's also a TV by Panasonic and a Rover public address system. A Page Alert burglar alarm system protects the whole world.
Now that you've taken a peek through the Nautilus, we think you'll agree that it is unlike any other van on the road today. Captain Nemo, wherever he is, would be very proud.



A GHOST SHIP REINCARNATED

What a story this is. This custom 1976 Dodge, its theme and style like something out of science-fiction, was one of the most popular vans of the 1970s – voted as one of the *Top Ten Custom Vans of All Time* by *Vans and Trucks* magazine (where this article first featured). I remember seeing this in my local newsagent one day as a ten year old and it absolutely blew my mind. Then one day, this beautiful van simply vanished. Apparently the van must have been unrecognisable. So it mysteriously disappeared, before being found again far away, just like the *Marie Celesté* out of the Bermuda Triangle.

Inspired by the giant submarine from Jules Verne's *20,000 Leagues Under The Sea*, Nautilus was originally built in Ohio by Rick Hooper – who did almost all of the work on it himself, including a 5-step candy paint job. While the body had been slammed and radically modded at the front and rear ends, with a tilting nose and angle-chopped top, the wheels and front tube grill had been gold-anodized. Hooper settled for nothing but the best in the interior also, where everything was faux brass, solid wood and expensive imported fabrics. The car also featured stained and etched glass alongside Victorian detailing – ironically, the envy of any *steampunk* style lover today in 2015. A spooky looking van with a spooky story.

Nautilus was on the cover of several magazines back in the day and appeared at many car shows all over the world, taking out heaps of trophies. At some point Hooper passed her on and she was given a makeover, but its popularity soon after waned and it fell into a state of disrepair – before going missing. It was lost. This is when a **Jim** and **Lucy** – long time members of one of the oldest van clubs in the world, **Three River Vans** out of Pittsburgh – finally discovered her at a wreckers in another state. And then with some help from their friends over a number of years, they brought this amazing van back to life in 2008. A revitalised Nautilus then finally arrived at a new home in California in March 2012.



Still pulling trophies, Nautilus seen later during the 1980s, with a new half-hearted paintjob. The original green skin and murals were replaced by a marone scheme and new light blue stripes. Might've been a bad idea.

There was nothing much left of her splendour when she finally turned up, but recognising just how important a ride she was, a team of concerned mates undertook a painstakingly thorough resto.



Today, the reborn Nautilus is perhaps a little more understated in blues and purples, sans stripes and murals (as tastes have changed) but thankfully she still totally rocks.



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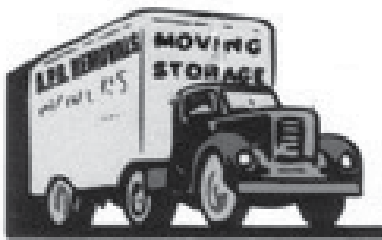


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CHARLES LEE

Hello.

I joined the club in 1996 as I have always driven Chrysler products. I started with a 1938 **Plymouth** in 1966, followed by a 1955 Plymouth **Belvedere** and have owned **Valiants** ever since. My vehicles now in use include a **VF Pacer**, an SA Police **CL** wagon, an **S** series Valiant undergoing basic repairs and respray, and a 1997 Chrysler **Neon LX** auto. sedan which is my daily driver.

My working life was in electronics – repairing car radios, TVs, CD players, microwaves, and then lastly I had a business doing machinery maintenance for carpet cleaning. My cars are a hobby and I enjoy driving them out in the country. I am also interested in stationary engines, and farm machinery.

I took the opportunity to purchase a V8 auto **CL** Sports van in 2006. It was in good condition for its age, having had repairs and a repaint some years before.

I enjoy driving it as it goes well and is handy to carry goods in, especially for towing and sleeping in if the need arises. I am married to **Marilyn** and we have two adult daughters. I enjoy the club activities, social contacts, and take as many opportunities to drive one of my Mopars to as many club events as I can.

One adventure in the early nineties was driving an **AP5 Regal** 400km to Millicent at 60 km per hour with 50% water in the oil to reduce oiling up the spark plugs, due to over heated piston rings from a previous trip. (I had decided that the engine was terminal anyway). This was to collect another engine and drive back to Adelaide to fit it. I made it to Clarendon, but it wouldn't make it up the hill to Chandlers Hill Road and Marilyn had to come in the CL wagon to tow me the rest of the way home."

– Charles





Charles Lee



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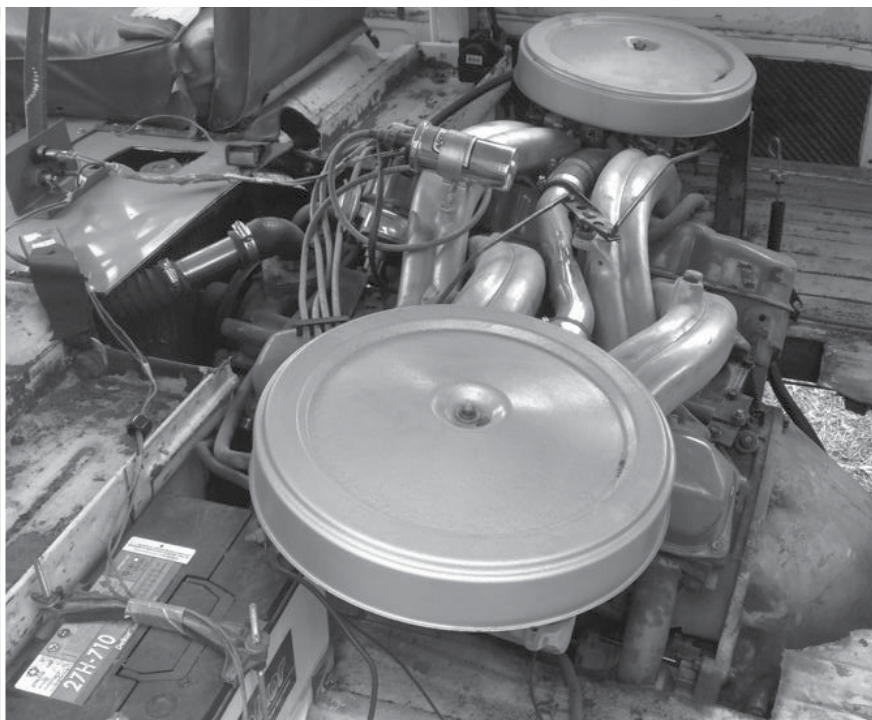
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ONE PSYCHO COMMERCIAL

Old skool? Then how's this for imagination. We just had to show this absolute wolf in sheep's clothing – which recently appeared on the net, making its creator **Fred James** an immediate legend.

The good folks on *Hemi6Pack* debated whether the mint 160hp slant air filter tops, which were actually factory Max Wedge, made it much more desirable – although the general consensus was that it still would be a good selling point nevertheless. A few other guys found the battery under the air cleaner a bit scary too, but then the feeling was Fred probably didn't particularly over-think this build. All that engine though, a 413 Ramcharger with 2x4bbls going by the manifolds, is indeed very nice...



the ballad of blue crush

FLASHBACK

COLD CASE SOLVED

Take a walk in my shoes. It's 1982, you're 21 and life is great. You've been with Lynn for just on a year, she's mastered the Farrah Fawcett sweep and would give any bikini chick on The Paul Hogan Show a run for their money. Six years of hard slog at the Acacia Ridge GMH plant has paid dividends and you're now a foreman – the youngest in memory according to the blokes who've been there since '66 – and the Commodore should stick around for a few years yet. The extra money will help, as you're close to popping the question, but first there are a few jobs to finish on your dream van – a Chrysler pano you named "Blue Crush", but your Valiant-hating mates call Wog Thrush.

You've seen enough Holdens at work to last a lifetime, and the old man owned Valiants for years so you know they're a good thing. His advice still rings in your ears: "They're heavy on tyres and heavy on fuel but they'll never let you down." So far he's been right.

It was only three years old when you picked it up back in 1980; the Stellar Blue *Sportspack* in Bryan Byrt's used caryard looked sweet and the 318 went like the clappers too. It's changed a bit since then. A front spoiler and bubble windows took ages to arrive but fitted nice, as did the *Commodore* buckets you picked up. The cops sent you to Dutton Park with a machinery for the headlight covers, fat T/As and being too low, but that was nothing a crank on the torsion bars and borrowing the wheels off Mum's *VJ* didn't fix. They didn't even notice the Dodge diff or that you'd blocked off the smog gear. Dumbarses.

What are they going to think now? The tunnel ram's been on for two weeks and so far, so good. After seeing "Mr Damage" at the *Toombul Show*, it just had to be done. The sidepipes shoot the fumes away so *Aussie Crawl's Sirocco* can be cranked at full noise with the tailgate up. It just needs matching 10-inch Turbine mags for the back and it's done.

It's a Wednesday night and you're staying at Lynn's. Her dad Bill says you can park in the shed, but you decline; you don't want to wake the house when you kick it in the guts at sparrow's fart.

You needn't have worried; the next morning Lynn's driveway is the emptiest place on earth and no amount of driving around or phone calls to the police have made your stolen van reappear. You didn't hear a thing. The sergeant at Mitchie station tells you not to hold your breath and best start sorting your claim with the insurance company.

If there was one. Insurance was one of those things you meant to do but just never made a priority. So you're left with no van and a two-grand car loan to pay off.

Now it's 2014. Where have the years gone? You and Lynn just celebrated your 30th anniversary, and she's still a hottie, even after the kids.

Once they canned the *Gemini* it was all over for Acacia Ridge and you lost your job – smack-bang in the middle of interest rates creeping towards the high teens, thank you very much. You nearly lost the house, too, but a friend's dad saw your potential and got you a nice stable government job at the electricity board, which kept the wolves from the door. You've since worked your way up and life is good, but every now and then you'll hear a golden oldie from The Crawl and your mind wanders back to Blue Crush, and the pain of losing her.

A heavy knock at the door thumps you back to reality and you ease yourself away from the Sunday paper. The crackle of a police radio and the sight of two officers at the door give you instant goosebumps. Oh shit, is it one of the kids? Kate's still on her Ps, or maybe it's one of the boys.

"Mr Shumway?" a young constable who looks about Brian's age asks. "This a bit of an odd one sir, but did you own a blue Chrysler wagon back in the 80s? Queensland rego 3950JF."

"It was a panel van," you correct him. "Stolen in '82."

"Well, um, your car's been found."

"You're shitting me!"

"A bunch of old cars have been found on a property. It's a deceased estate. The Public Trustee believes they're stolen."

How on earth did they find me? Surely the records would be long gone.

"We found a handbook with your name in it, did some searching and here we are."

Yep, Dad made me scrub out the original owner's name and write mine in. He was such a stickler for shit like that.

"Would you be willing to come and identify it?"

That's a given. You spend the next couple of days wondering how it's going to look – maybe you can fix it up.

Or not. It's rooted. Years spent in the weather have done it no favours. The sight of your pride and joy left to rot tugs at your heartstrings, but it's balanced by a strange feeling of closure after so many years.

A burly copper strides on over. "The motor will be like a fish tank left all open like that," he says. "I bet the back saw some action in its day though."

Not nearly enough.

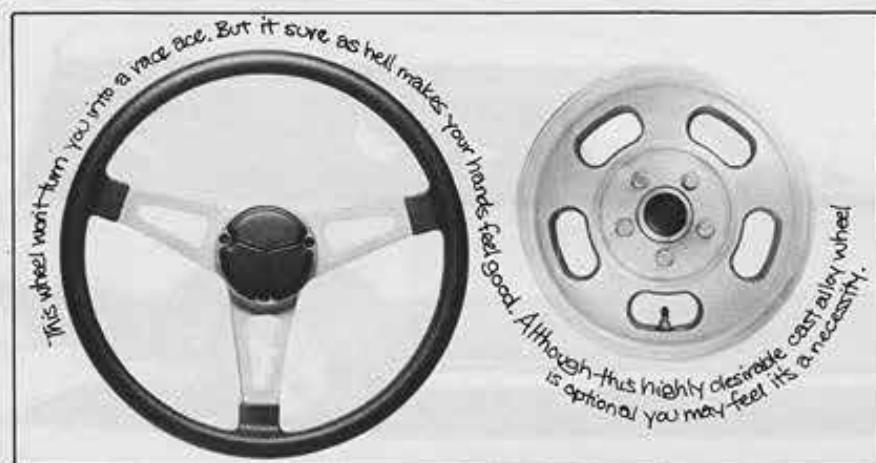
"A scrappy will be here on the weekend who can sort it for you, no charge," he offers.

Not a chance. You don't lose cars like this twice. There's a young bloke up the road who owns a couple of these. It'd be better to go to him, in case something can be salvaged.

A year later, it's still perched up against his back fence; a yard ornament of the best kind for a van tragic. It's so familiar, yet seems so distant too – you wonder if owning this van ever really happened, or was it just a figment of your wild imagination?

– Gordon Shumway





When we first saw Roll Your Own, Chrysler's Drifter book, we thought it was the first reasonable attempt by a car maker at introducing the van scene to young hopefuls. Closer inspection showed that it had been prepared by Mark Fogarty of Melbourne's Van Action magazine (when's the next one, Mark?), so it came from the vanner's side of the fence, not the big car company men.

First thing we did was to ask Harvey Grennan, Chrysler's man in Sydney, for rights to publish some of the great design ideas from the book because we figure, at a dollar, it isn't good value.

Wrapped up with the rest of VANWHEELS for a buck-fifty and you've got a real bargain — heh, heh. And the money goes in our pocket. So that Harvey doesn't pretend he hates VANWHEELS for the next few years, we'd better say what a good book it is and that you should rush out, with a limp dollar note in your hand, and ask your frantic Chrysler dealer for a copy.

Yawn. That's the bribe over. Now for the insults.

Chrysler gave us permission to reprint the design ideas from Roll Your Own, provided we gave the company a mention. Is this enough, Harvey?

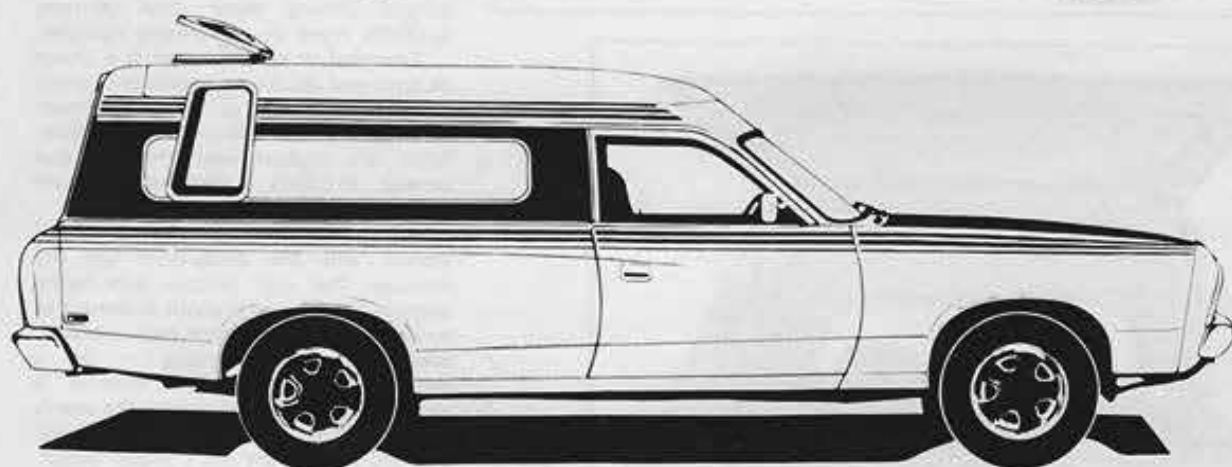
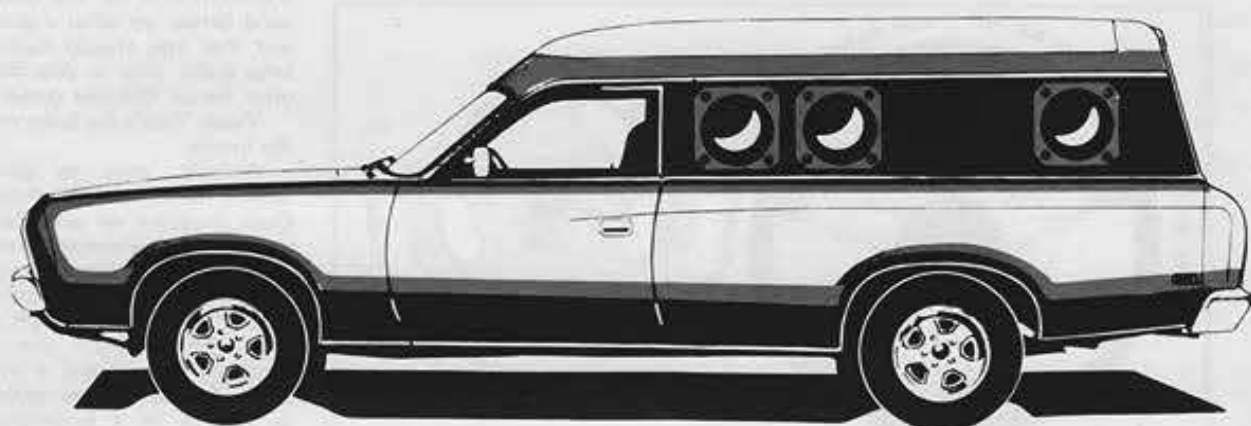
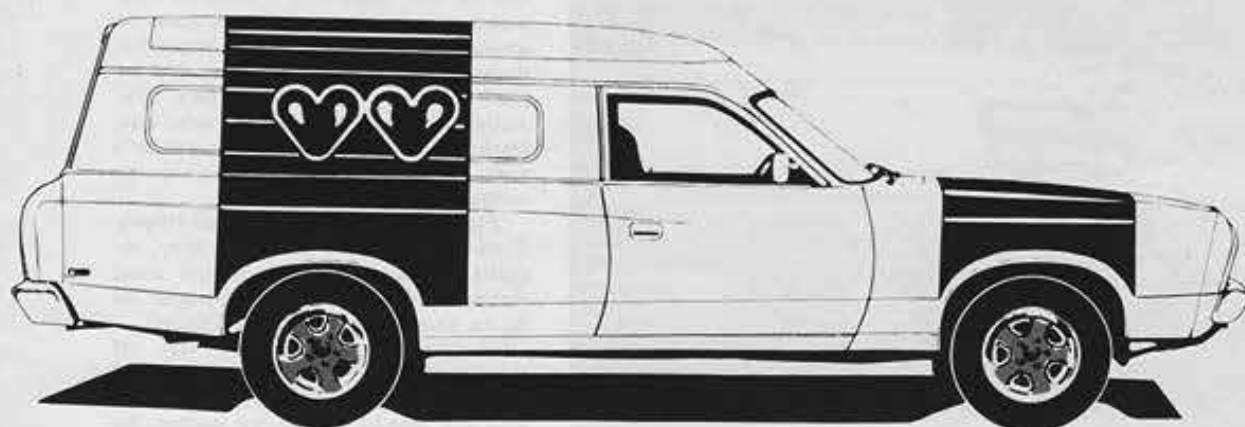
What really caught our eye (now there's a ridiculous expression — should it be "what really caught my eyes"? (Yes, Ed.) (Okay!) was the Drifter brochure. A van and a ute, complete with Chrysler factory options, looking as virginal as a kindergarten teacher parked among those dual purpose sandhills loved by advertising agencies.

Crowded around the van is a group of guys and chicks who resemble honest vanners as much as Malcolm Fraser looks like a Hell's Angel. Neat 'n clean bikes are parked near the ute and unused (freebie) surfboards surround the van.

When, in the name of all that's sacred, will the ad-agencies get the message that cult people hate being categorised. The ad is about as honest to a real vanner — or anyone even remotely connected with vanning — as a politician's promise. The location is wrong, the people are wrong, the words in the ultra-trendy brochure are a farce.

Ford's brochure isn't much better. The photography is better, but the guy



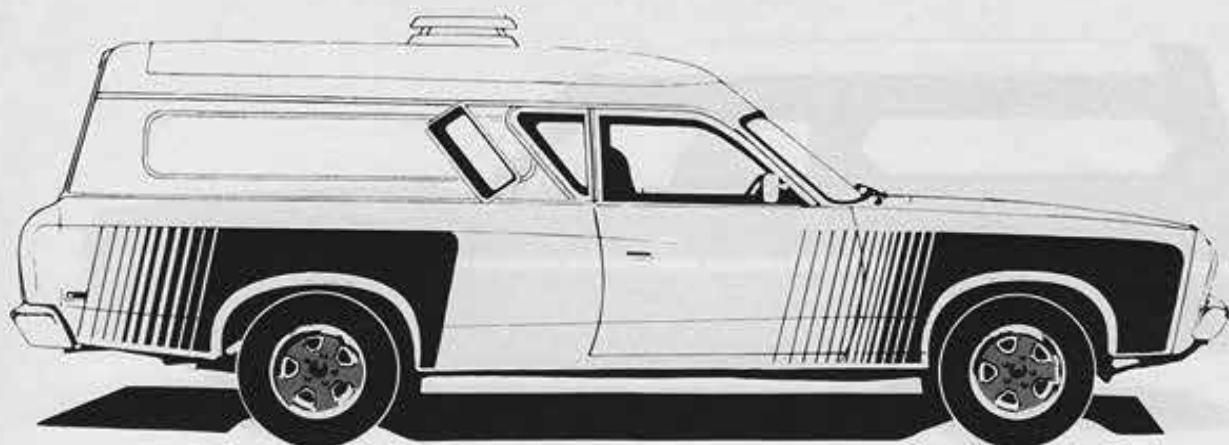


looks every centimetre a photographic model and he's sitting on the bonnet of the 'downer' at the instructions of the camera man. The General's first few Sandman brochures were just as bad, because its adagency didn't know what the hell vanning was about either.

And that, my friends is the problem. The vanning scene is people and the ad-car company scene is people. Never

have the twain met. The car companies don't understand why people buy vans and only effective market research shows them what extras to add to the basic van to make them popular. The adagencies create images and they have a real problem when they don't get down to the grass roots of the image they're trying to make.

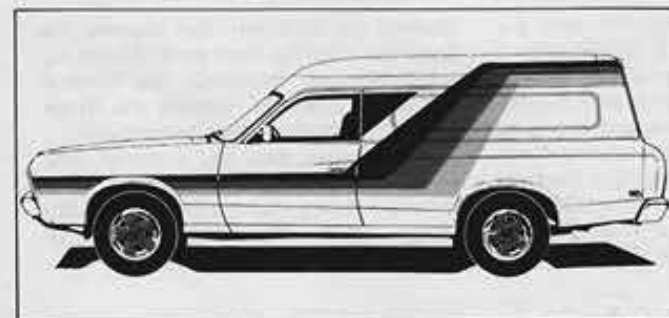
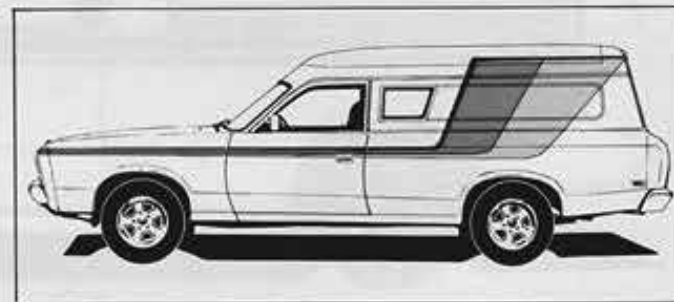
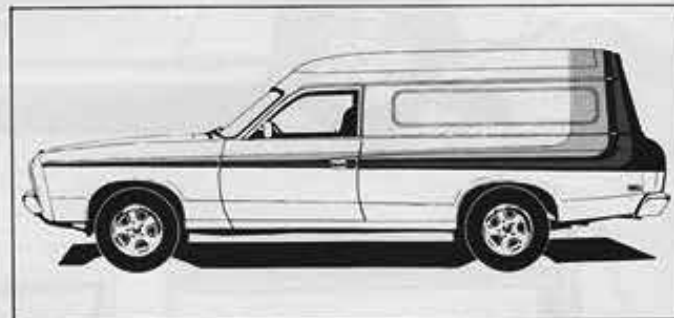
Finally the General has come closer

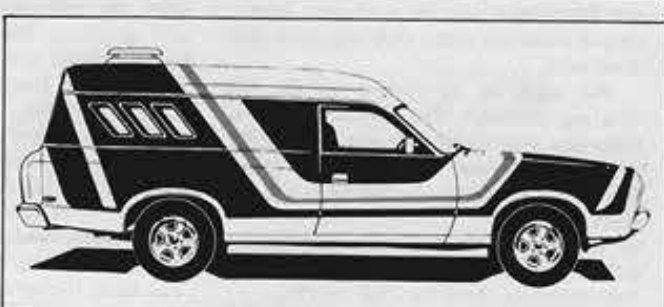
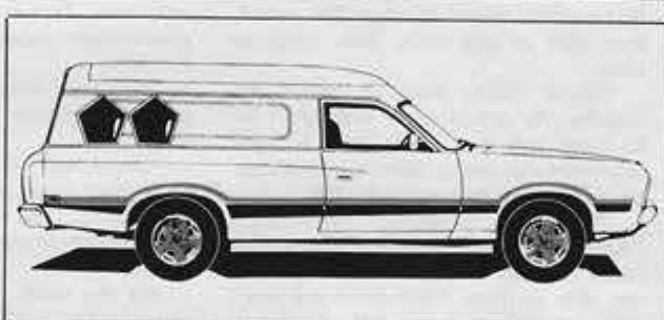
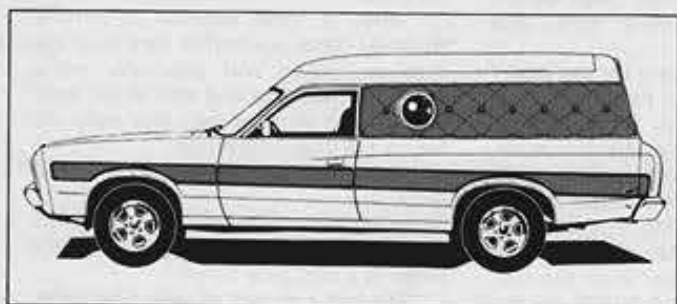
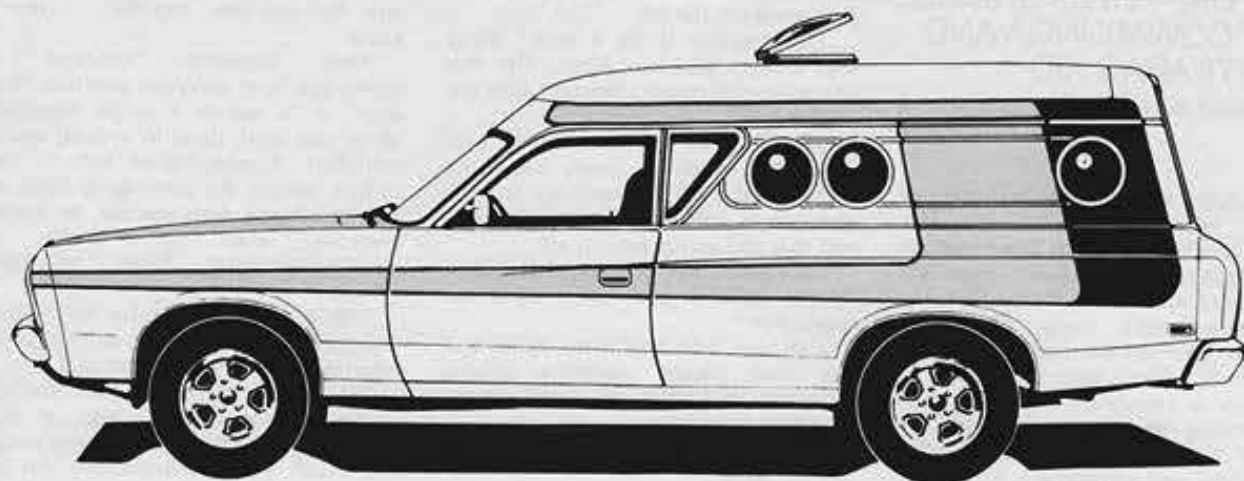


than anyone else. Have you seen the incredible ad of an HZ Sandie with a group of nondescript people surrounding an ageing man with a spray gun? Of course, the spray gun is wrong, because the Marilyn Monroe mural was done with an airbrush by Alan Puckett, master craftsman. And the old guy would not be the one with the real image if you wanted to show a freaky

Marilyn pic on a van. But copying the Saturday Evening Post style started by artist Norman Rockwell, the General has come closer to reaching the fringe buyer — honestly — than anyone else.

Who knows, one day a vanner may be in management, then it will all look different. Sorry Harvey. But we love the design ideas. Y'see, you're not all wrong.





'tis the season to be mopar

JINGLE TELLS

XMAS PICNIC - NOVEMBER 22, 2015

The second **CCCSA Kids Christmas Picnic** was held on yet another warm South Aussie day. This year we decided to save the members some dough and held it in a public park at the Gums recreation reserve at Tranmere. It's a lovely spot with lots of leafy trees for shade and plenty of parking.

The BBQ was fired up for lunch and the kids had a ball playing on the swings and climbing equipment (though a slight fall did end the fun for one junior member on the day). Santa arrived in style in the back of a yellow **VF** ute and everyone got a pressie and stocking. Thanks to those who attended, prepared the food and cooked the BBQ. After another successful year I think this will be a permanent fixture on the CCCSA calendar.

XMAS RUN - DECEMBER 5-6, 2015

As has been the tradition for as long as I can remember, CCCSA held its annual Christmas Cruise, overnight stay and dinner on the first weekend in December. It also proved to be the first taste of what looks like being a long hot summer for 2015/16. It was a sweltering 42 degrees when we left Adelaide to head to Milang via the Adelaide Hills. Lunch was at the **Pier Hotel** at Milang, a welcome cool spot for bite and some amber refreshment. **Steve the publican** was most welcoming and told us to ask his wife about the **Charger** she used to own and nearly put into the Torrens one night during a bit of a street race.

After lunch we (reluctantly) climbed back into our metal sweat boxes and drove on to Second Valley where we were staying at the **Mill Cottages** overnight. Dinner was at **Leonards Mill** and was well attended with about 35 members joining us for a Christmas feast and quiz night. The quiz saw an epic battle resulting in a draw between Team Rumpelstiltskin and Team Conquer.

The next morning there weren't any sore heads and everyone enjoyed a sumptuous bacon and egg fry up cooked on the BBQ by **Chris Hastwell** and **John Chambers**. A big thanks to **John Leach** for organising the cruise and observation run and to Damian for the overall weekend. Next year's run is already in the planning with a cruise to the Riverland looking likely – watch this space.

XMAS MEETING - DECEMBER 8, 2015

As we have done for a few years now, our December meeting consisted of a social feed. This year we did pizza (owing to having sold the BBQ due to lack of storage). The 60 or so members in attendance devoured 25 pizzas and 15 garlic breads pretty quick smart! Unlike in the past though, we dispensed with the formalities and didn't hold a meeting proper (as is now allowed since we made some adjustments to the constitution). The feedback has been very positive with everyone saying how much they enjoyed the informal, relaxed social atmosphere.

– Iain





coast fm open day

NALDERA PARK

NOVEMBER 1, 2015

I guess we could call this the launch of *ACD 2016*. At least that was the main reason for joining the bands and sellers of vinyl records at the *Coast FM Open Day*.

The weather was brilliant for displaying cars and everyone had fun browsing the stalls and taking a tour of the station. We managed to hand out a few flyers for ACD. Thanks to **Dave** and **Mandy** for rushing off to Officeworks to get some printed when yours truly left the ones he already printed at home – doh!

The people at Coast were very grateful for us putting on the display and the punters enjoyed looking at the 10 cars that CCCSA had there on the day. Coast are going to help us with promotion in the New Year.

– Iain



adelaide motorsport festival

LET'S DO THE TIME WARP AGAIN...

SUNDAY OCTOBER 18

Awesome. It's a superlative that I probably use far too often, but apt in this case. This is a brilliant event. The missus and I were up at sparrows to join about seventeen other CCCSA members to take part in the on-track display. Dress in period or motorsport outfits they said. So we dutifully headed to Savers to get some 70's appropriate apparel (would have been better if we weren't the only ones!). Turned out it was a tad warm for leather jackets and woollen dresses.

Once we were marshalled into the venue and the display set up, I proceeded to do a loaves and fishes thing with my tiny portable BBQ to cook up bacon and eggs for the assembled CCCSA folks. Then it was into a day of historic racing and time trials. Great to see the old F1's out on the track. For the spectators you can see virtually the whole track from any vantage point so it's great for watching the cars going round. Congratulations to the **Sporting Car Club** for staging such a well-run event. I'm definitely putting this on my calendar for next year – so should you!

– Iain





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ENTRY FORMS AVAILABLE FROM THE WEBSITE

SEPTEMBER 27, 2015

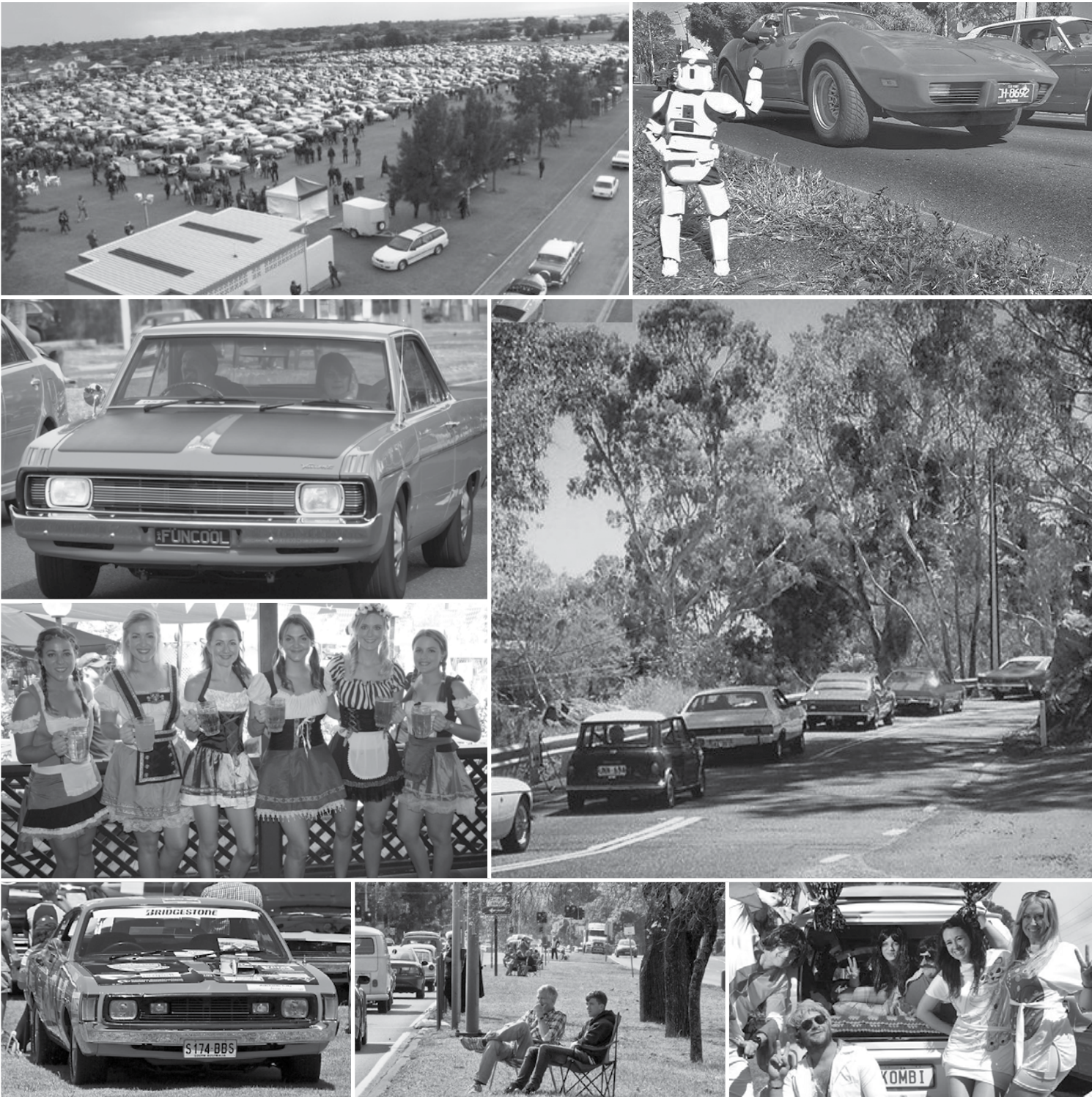
The weather for the bi-annual *Bay to Birdwood Classic* was the best I've seen in all the years I've been on the run. **Laurence Delbridge** had come to visit from the **Chrysler Owners Club of QLD** so he and I fired up the *VF* for an early start at West Beach where we joined the 1750 other vehicles taking part. The start seemed a bit better organised this year with more food vendors and toilets (though there were still long queues).

We didn't have a problem on the cruise route as we got away in the early bunch, but I hear that those who left later experienced lots of delays, especially up North East Road. If we can block off Anzac Highway for a bunch of runners the weekend before, why can't we get the traffic lights controlled by police or Transport Department for the biggest moving vehicle display in the Southern Hemisphere?

Normally I wouldn't stop at Birdwood, but having an interstate visitor we decided to join the picnic and have a look at the cars on display. Some lovely **Chrysler** products were entered in the Concourse and it was won by one of our sponsors, **Mark Kraulis** of **U-Pull-It**. Unfortunately Mark was in a **Chevy**, but a great car all the same. Unfortunately the queues for food and drinks in the **National Motor Museum** were horrendous – more food vendors needed for sure!

All in all, it was a good day out in the sunshine. Great to see so many classic cars still taking to the streets of Adelaide

– Iain



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mopar mania

MONSTER CRUISE

OCTOBER 10, 2015

The weekend of the 10th October was supposed to see a Mopar drag racing with show and shine event at Adelaide International Raceway. Unfortunately due to a change in operations at AIR that was cancelled.

However, in act of solidarity, the Saturday night cruise did go ahead. There were around 100 Mopars, ranging from street cars to performance, lining up at the start at Churchill Road. And there was a good representation of CCCSA vehicles there too.

As is usual with these things, people seemed more interested in chatting than driving, but with the arrival of the *Zippel Cruise* vehicles at the same venue (it was their halfway point) people finally started moving off, following a route up to Outer Harbor before stopping at Fulham Gardens for a breather. Plenty more shiny metal to look at there, before the convoy returned to Churchill as the end point.

— Iain



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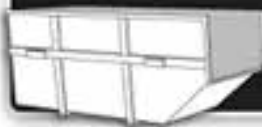
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Pedal to suit \$150

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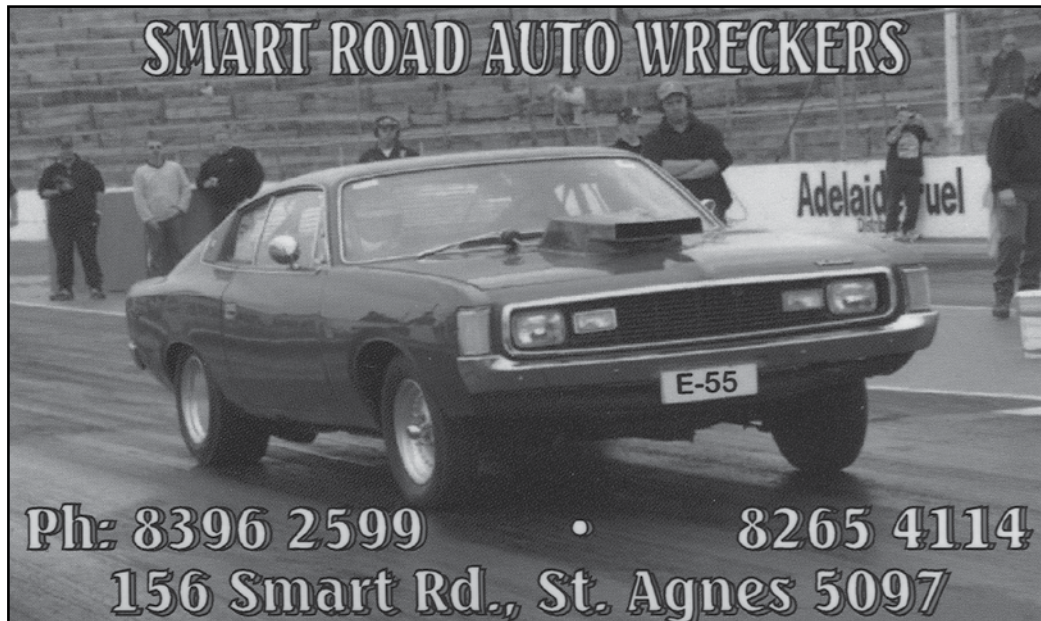
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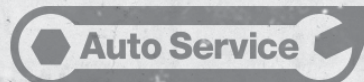
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Event	Date/Time	Location
CCCSA January 2016 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday January 12, 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Tanunda Hot Rod Street Party <i>Hosted by the Valley Rodders, a great afternoon and evening of music and great cars on display.</i>	Saturday January 16th 12:00 pm	Murray Street, Tanunda
Cars of Australia	Sunday January 24th 7:00am	Strathalbyn Oval, Strathalbyn
Combined Cruise with the Pontiac Car Club <i>Cruise up the freeway to Taillem Bend and lunch at the Riverside Hotel. Meet at Victoria Park Racecourse 10am for an 11am depart.</i>	Sunday January 31st 10:00 am	To Taillem Bend SA
CCCSA February 2016 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday February 9, 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
Bear Metal; Cars N' Comix	Fringe Festival, February 12-March 27	Tonsley Hotel
Chryslers By The Bay	Sunday March 13	Geelong
Chryslers on The Murray	March 18, 19 & 20	Albury-Wadonga
All Chrysler Day Weekend	Thursday March 24; Meet and greet, closing ceremony for Bear Metal: Cars n' Comix Saturday March 26: Good Friday Welcome Cruise, Chrysler History Tour Saturday March 26: Mopar MegaCruise (from 5pm - with BBQ) Sunday March 27: All Chrysler Day main show 9am-4pm	Tonsley Hotel Details TBA (to each of the sites around Adelaide) Leaving Urrbrae Urrbrae



Carl Mills drove his custom built **Chrysler Royal AP2 V8** from the West Coast all around Australia, including heading over here. Quite a journey in anyone's book, but the Royal held up beautifully. On Sunday August 23 **Dave Kennedy** arranged to catch up with him by heading down to the old engine plant at Keswick with some mates.



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