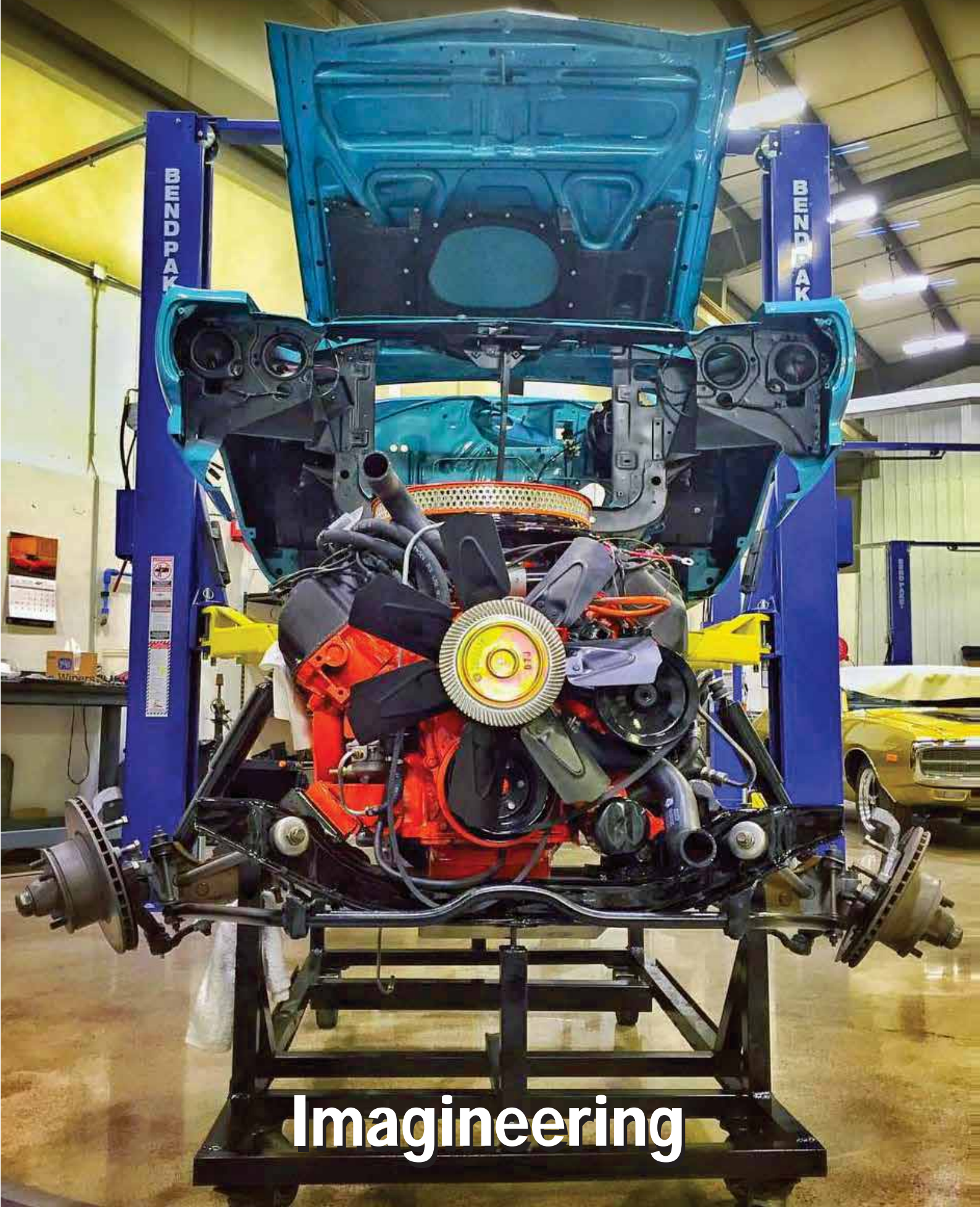




# ***Torqueback***

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



## **Imagineering**





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**Lesley Little**  
**Alan Smart**

Contributors

**Iain Carlin**  
**Damian Tripodi**  
**Tim White**  
**George Gonis**

Source

**Hot Rod**  
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**Custom Rodder**  
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**Australian Financial Review**

Enquiries

Club Mobile

**0412 426 360**

[www.cccsa.net.au](http://www.cccsa.net.au)

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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

# ***Torqueback***

AUGUST - NOVEMBER 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. Welcome to Issue 27 of the 'new' *Torqueback* – perhaps curiously entitled “*Imagineering*”.

What does that mean? Well, the theme of this issue is a tribute to customising. A salute to creativity and individuality in our pastime – and just how clever and dedicated some folks are about their self-expression.

Contrary to some misguided perceptions, the CCCSA is not just a bunch of middleaged blokes with Australian *Valiants*. Far from it. I believe our club is inclusive of all walks of life, and our membership covers a wide range of all kinds of different Mopar vehicles. Our club has survivors, restoreds and customs. Some are daily drivers, others are for cruising on special occasions, some are just for sport – and some may only ever get around on a trailer. And that's cool. It doesn't matter. It's not to judge.

We're actually all very different, yet there's one common denominator. The pentastar. And that gives us a culture. A culture that unites us. A thing we share – to love, preserve and protect.

So in this issue we're looking at how people think. What their attitude and approach is to Mopar (and all cars in general). Personality. Their choices and decisions. How they express themselves in their ride.

First we'll take a look at the future of driving and where cars might be heading. **Iain Carlin** gives us a provocative article about driverless cars. The complete antithesis to our car club culture – and the opposite of personality. How the future might be if there is no individuality at all. If that choice was completely taken away from us by obsolescence. When there's less roads, petrol is no more and there's no longer even ownership of a car itself. Sadly, I wonder if that time may be coming.

Ludicrous? Scare-mongering you cough? Well, look at the rise and evolution of the mobile phone and the internet in less than twenty years. Kinda scary.

Anyway, we'll then come back to our current headspace. And check out just how creative some folks can be with motors and drivelines, wheels and suspension, panels and bodykits, and finally paint. Is it genius or madness? Or just a matter of taste? Some ideas I love, some I'm indifferent to, and others that I don't like. Even a couple that I'll never understand at all – and downright loathe.

But, each to their own. And that's precisely the point. We have to respect that.

So why do we like the cars we do? Why Chryslers?

I think it depends on who you are. Where you come from. Maybe even where and how you grew up. Your influences and your environment.

Cars are just like popular music – or any other art or design for that matter. They have a context and a place in time. They are subject to fashions, attitudes and trends – and the technology around at their creation. What society was doing and how the world was when they were first made and sold.

I grew up in Gawler during the 1970s and 1980s, admiring *HQ Monaro* coupes, *XB/XC Falcon* coupes and of course the *Valiant Charger*. That was what was around and what my mates all aspired to drive. Then one day (I can't remember when exactly) somewhere I saw a *Chrysler by Chrysler* hardtop (I think my dad pointed it out to me), and I fell in love with hippos forever. They became my obsession.

From there I developed my own personal taste. And today I continue to most like that era – particularly Aussie musclecars from the late 1960s to the mid-1970s. I guess I still hold those ideals.

We all have our own tastes. Everybody has a different ideal. A different ultimate car.

For me, I always wanted a Valiant hardtop, with a *CL/CM* front end (I always loved the big chrome grill), and *VK* taillights (always dug those strip lights) sitting on *Ford* ten-slotter wheels (and yes I've heard that “well, they should only be on Fords” line) – preferably in gunmetal grey, black or white. Now, I know all that may sound very peculiar or quite awful to some – especially the purists – but they were the things I saw and really liked back in that day. I was never too mechanically minded, so initially I wasn't fussed about motors or performance either, but a little later on (when I eventually started working for a few car magazines) I did daydream about putting a modern EFI *Hemi* – say out of a *Grand Cherokee* or something – into my ultimate Valiant.

That's just my taste. My hangup if you like.

And of course you are quite entitled to yours!

There is no right or wrong. Only what is and what isn't.



Of course today I'm eternally grateful that I was lucky enough to even have found an elusive hippo at all, a '73 *VJ Regal* – and at least it's gunmetal grey. While it's not my ultimate car, it's so damn close I love it and will probably be buried in it. My car was restored by it's previous owner to be pretty standard – and I intend to try to keep it that way. I don't have the skills, space, tools, money or time to ‘individualise’ it further – for now anyway. To do any customising of my own – although I wish I could. So I admire and respect those who can and do. But then I don't really need to, and I value it's authenticity (especially being on Historic Rego) equally as much as all that expression I dreamt about with my ultimate hippo.

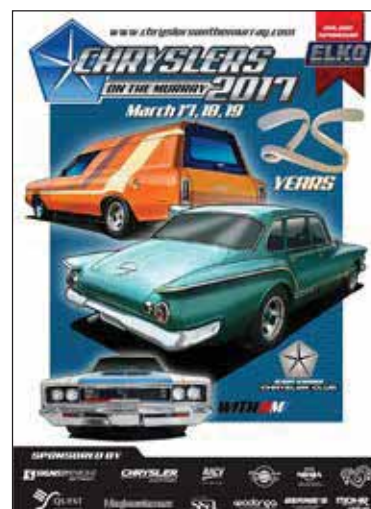
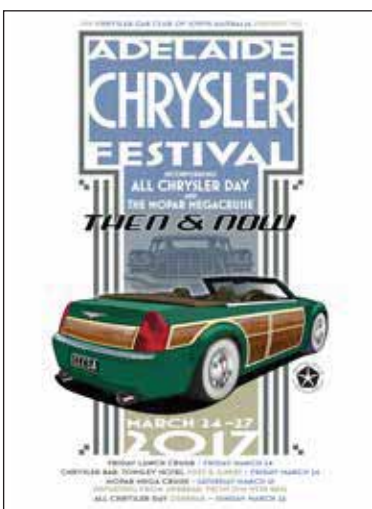
Would I swap it for that hybrid dream ride I described earlier? Wow, now that would be a dilemma! Can I have both? How about a second one?

My point is, everyone is entitled to their opinion, and everyone is an individual. All of our cars count – and they all matter. We all have biases and prejudices rooted in our own lives and experiences, so we all have our own ideals. So how you express yourself – how you want your car, is really your own business. But geez it gives us something to talk about. And that's what car clubs are based on.

And I reckon that's pretty cool. Personality!

Have a look at some of the expression in this issue!

Cheers,  
**Dave H**



It was an absolute buzz, honour and a privilege to be asked to do the posters for the three of the biggest car shows in the land this year.

Many thanks to **Tim White** and **Ian Adams** of the **CVCC**, and **Rod Taylor** of the **AWCC**, for tracking me down to give me the opportunity.

We all know how important and significant an event like our own *All Chrysler Day* is, so support our good buddies interstate. A great roadtrip and an excellent adventure to see more of the country's best.



What...it's October already?

What happened to 2016?

And what happened to the plan to have a *Galant* on the road before November...given that it's still just a shell and only the underside painted, I don't think that's gonna happen. (Still looking for a rust-free *GD* bonnet, anyone?)

It's been an interesting month what with all the storms and the big SA power blackout. You'd think it was the end of the world the way the polities and media are carrying on. Get a grip. As I write this the

news is on the TV and Florida is battenning down for a double-hit of hurricane with 140 mph winds that has already wiped out villages (and 1000 people) in Haiti. Makes our little blow pale into insignificance... first world problems.

Interesting to hear the arguments about whether renewables are the cause. Being a technologist myself I know that introducing anything new rarely happens without some sort of problem. The trick is to minimise the risk but adapt and change when things go wrong. The pace of change over the last 15 years has been phenomenal and will continue to be so.

That's partly why I like old cars. They're a constant in a rapidly advancing world. But for how much longer? There's an article in this edition about autonomous cars and, like it or not, they are coming quicker than you think. Experts are now predicting they'll be commonplace by 2030. As an apprentice technician back in the last century I was involved in testing mobile phones - the first ones with a briefcase sized battery. We laughed and said they'd never catch on. Fast forward 25 years...anyone not got a mobile in their pocket?

Now there's an upside of autonomous cars, especially in Adelaide where most people would agree we have

the worst drivers on the planet. Those nut-jobs won't be driving any more, the cars will. And the cars will know the road rules and drive to them, hooray! Theoretically that will make the roads safer and traffic flow smoother. The problem is that can't happen unless you take out all the randomness, the human element. I predict the day will come where you won't be able to be on the road unless your car is autonomous, or at least has safety features like collision avoidance that are commonplace in modern cars.

So where will that leave us in our classics? I doubt we're going to retrofit them with electronic gadgets to comply with the safety rules. Will we be restricted to track days at *Mallala* or *The Bend*? Will we have to get permits and close streets to have the *Mopar MegaCruise*? Will we only be able to drive once every two years in the *Bay to Birdwood*? Will there even be petrol?

It's a sobering proposition and I believe as enthusiasts we need to be on the front foot to protect our interests in the brave new world that is rapidly advancing towards us. Think about that next time you take a photo with your phone.

Till next time...keep it *Mopar*!

– Iain



A trip down memory lane. Recently on **ABC TV** in August, *Home Delivery* host **Julia Zemiro** drove daytime TV queen **Kerri-Anne Kennerly** around the Sandgate area in Brisbane where she grew up and got her start in showbiz, in none other than a *VH Charger*. Valiants have played a big part in many famous Australians' lives...





Hi all, time again for my Dialog!

Well, it's already over half way through the year and with xmas just around the corner, that means the next big event on the calendar will be **All Chrysler Day 2017** – which the sub-committee is already busy working on.

I'd like to congratulate **Dave** on the last magazine. There were many good and positive comments from members about the colour edition. The **AGM** was held in August and all committee members were re-elected. Welcome to the committee **Evan Lloyd** as our new Sponsorship and Marketing rep, while a big thankyou to the out-going **Chris Taylor** for all of his input in getting some new sponsors on-board.

In May we had the **Volunteer's Dinner** at the **Tonsley Hotel** with a good show of members. The following Sunday morning we joined up with some members at **Woolworth's** carpark at Blackwood where many brands of motor vehicles were on display for all to view. We then headed off to Macclesfield for lunch. The weather was perfect for a drive through the hills before arriving at the hotel, where they had reserved space for our Chryslers – parking us in front of the hotel where they gathered a lot of attention.

**Membership and Historic Registration Day** was held at the end of June, and again we were extremely

lucky with the weather! Maybe a little bit chilly but no rain, even though the carpark at the clubrooms was in a bit of disarray all went well including the usual barby and some merchandise for sale and of course some lovely cars to look over.

Our mid-year **Xmas Dinner** was held on the 16th of July at the **Grand Chancellor Hotel** in Hindley Street Adelaide, where we gathered at the front bar for drinks before heading into the dining room for the evening meal. Our entertainment was the **The Flaming Sambucas** and they were excellent! We left the hotel around midnight with some members heading upstairs to their rooms for the night, while others headed for the train/taxi home. It was a great evening enjoyed by all.

In August we met at Welland Plaza and headed off to the **Military Museum** at Edinburgh. Well worth a look – seeing so many interesting vehicles, bikes and displays of yesteryear. Plus lots of photos. There was a **Dodge** truck in their collection they were restoring. After the tour we had lunch at the grounds, enjoying the sunshine and surroundings. Eventually, we headed for home late afternoon, after another enjoyable day.

Thankyou **Damian** for organising all the functions and cruises – it has been good to get our beloved **Chryslers** out from their sheds and on the road.



So we're looking forward to the **Coast FM Open Day** in October, our inaugural **Gourmet Dinner at Show Block Wines**, the **Kids Xmas Show** in November, our **Xmas Cruise** sleepover at Renmark in December, and our usual December meeting **Pizza Night**.

That's about all from us now, stay tuned to the club website for upcoming events, and have an enjoyable xmas and new year.

Safe and happy motoring in your Mopar.

– Di



**Andy Kloot** and **John Koznedev** were recently awarded with Life Membership of the **CCCSA** at the **AGM** in August. Andrew first joined the club in 1995 and has continuously been a member for 21 years! His participation in the club and volunteering for **All Chrysler Day** has been consistent while being financial that long. He was Vice President in 2002-2003, Events Coordinator in 2007-2008, and a Historic Inspector in 2013-2014. John is one of our longest-serving members since joining the club in 1987. Over nearly thirty years, he has seen the club grow from humble origins to evolve into the **CCCSA** of today. He is always available to fulfil legal requirements on our **Historic Registration Day**, attends virtually all meetings, and is only too willing to help out all day at All Chrysler Day and elsewhere at club functions



# Weekend Fin

www.afr.com | 6-7 February 2016

Edited by Shelley Garv: sgare@afr.com.au

Society The age of the driverless car that is almost upon us promises less stress, more room and smaller waistlines, writes Erin Baba. So what's not to like?

## REVOLUTIONARY ROAD

**F**or the past century, the greatest ticket to freedom for every teenager in the suburbs was a driver's licence.

After a lifetime of being chained to your parents – chauffeured around from school to practice to the homes of friends – there is no feeling more adult than the first time you take a car out alone. The next stage of your life has finally arrived, and you are barreling through it at 110km/h.

Car culture was pervasive in the United States for years: the annual number of miles travelled by auto rose decade after decade. Until 2004, that is, when it stopped short. And today, younger Americans are changing their minds about the car. The number of high school seniors with driver's licences dropped from 85 per cent in 1996 to 73 per cent in 2010.

"Young Americans drive less than older Americans and use public transportation more, and often use multiple modes of travel during a typical day or week," concludes a 2014 United States Public Research Interest Group study.

In Australia, there have also been declines. We don't keep national records but trends show that people under 35 are becoming less likely to hold a driver's licence. Research from Monash University showed that licensing rates for people under 25 in Victoria have dropped from 77 per cent to 66 per cent since 2000-01 and added that there were similar declines in Canada, Britain, Japan and much of Europe, as well as the United States. "All over the developed world millennials are turning their back on the car," the research noted.

The trend isn't easy to explain. Some have attributed it to the recession following the financial crisis of 2008, but interest in cars continues to wane as the economy rebounds.

The 2014 American study suggests a number of explanations for that country: millennials have no memory of consistently low petrol prices; they are eager to latch on to technologically enhanced transport services such as Uber; universities have taken steps to significantly reduce the number of cars on campuses; and millennials have a stronger affection for more walkable communities and transport alternatives than older Americans.

On the horizon, though, is a technological innovation that could reinvent car culture, return people to the road in droves and

**It'll be like Uber – on steroids. And without drivers.**



appeal to the environmentally conscious, tech-loving driver of the future. Except they won't be drivers in the traditional sense: transport experts agree that, within the next 25 years, Americans will start giving up their cars for vehicles that drive themselves.

Driverless cars are already finding their way into the mainstream. In 2012, Google started testing its cars on the roads of Silicon Valley and San Francisco. In October 2015, Tesla introduced a software update that allows its Model S to steer, change lanes and park without driver intervention.

The British government has just given

Above, left and right: General Motors CEO Mary Barra unveils the Chevrolet Bolt self-driving car at the 2016 Consumer Electronics Show last month. PHOTOS: GETTY IMAGES

the green light for eight projects aimed at developing driverless car technology which will share £20 million (\$40 million) of state funding. One project, it has been reported, will take the idea of the "pods" that operate at Heathrow airport on tracks and experiment with something resembling them on roads in London's Greenwich sometime this northern summer.

Google has suggested that its vehicles will become available to the public by 2017, and at the Consumer Electronics Show this year an entire section of the floor is dedicated to "Vehicle Intelligence", featuring technology

from companies "that support the future of autonomous/automated driving, including parking assist, collision avoidance, emergency braking and much more".

In other words, it's only a matter of time before humans let go of the wheel altogether. Within 100 years, young people won't even remember a world in which a human drove.

When they do finally arrive en masse, self-driving cars will unleash a wave of changes – especially in countries such as the United States, where the largest cities were built (or rebuilt) in the golden era of the automobile and lives are built around driving.

According to the Texas Transportation Institute, American commuters spent almost 7 billion hours inching their way towards work or home in 2014 – and paying for it in more than just lost time and money. Studies have found that people with commutes longer than 40 minutes are unhappier, more stressed and generally experience more worry than those who have only a 10-minute commute.

A study in Sweden that tracked more than 2 million married Swedes found that people whose commutes are 45 minutes or longer

**We think there's going to be more change in the next five years than there has been in the last 50.**

GM President Daniel Ammann

are 40 per cent more likely to get a divorce than those with shorter commutes. A study out of New York University looking at 21,000 US commuters found that there was a strong correlation between length of commute and hypertension. Another study out of Texas that looked at 4297 adults found that commuting distance was associated with larger waist circumference and higher blood pressure. And finally, another study out of Sweden that looked at 21,088 Swedes confirmed previous research that commuting contributed to poor sleep quality and everyday stress.

For commuters, driverless cars bring good news: "The driverless car will smooth the traffic flow," says Egil Juliusen, director

Continued next page





## From previous page Revolutionary road

of research and principal analyst of automotive technology at IHS, an analytics firm. "The lights will be co-ordinating [with the cars], so you don't have all that stop and go."

The amount of time people spend in traffic jams will decrease significantly, and that could reduce the amount of pent-up stress and anger many commuters feel, says Jay Lebow, a psychology professor at Northwestern University's Family Institute. Additionally, "you can use the time better," he says. "There is a helpful effect. It might promote more leisure time."

Of course, not everyone takes their car into work, but when driverless cars start arriving in fleets, public transport options such as subways, trains, trams, light rail and bus lines could end up being replaced (or at least greatly supplemented) by a new mobility industry.

It'll be like Uber, Lyft and the dozens of other on-demand car services that have popped up in the last six years – on steroids. And without drivers.

In places like New York City, where public transport is completely entrenched, things might not change all that much. But in Los Angeles, where the words subway or bus are often met with laughter, public transport could become extinct.

Instead, cities such as LA may start running fleets of driverless public transport cars and vans. It'll improve the transport network, and cities will save money by making the switch, says Jullissen says, because there won't be any more need for fixed sta-



tions to support light rail or bus routes – just call a driverless vehicle from wherever you are.

Shared self-driving cars will also gradually replace the personal vehicle.

"Cars are idle 95 per cent of the time, so they are an ideal candidate for the sharing economy," says Carlo Ratti, director of MIT's Senseable City Lab. "It has been estimated that every shared car can remove about 10 to 30 privately owned cars from the street."

In the future, people – and families – may stop owning cars. Instead, they'll be licensors, owning the right to use a car (or sit in a car) for a period of time, shared with others. Even car manufacturers themselves are betting on this future. Lyft, the American company which runs a peer-to-peer ride-sharing service, announced in early January that General Motors had invested \$US500 million (\$700 million) in the company. "We think there's going to be more change in the world of mobility in the next five years than

there has been in the last 50," said GM President Daniel Ammann.

Look no hands. The Australian Driverless Vehicle Initiative, top, puts an autonomous Volvo through its paces. Above, left: Cars could become mobile living rooms. Above right: Google tests a driverless prototype. Below: Audi's self-driving R8 e-tron at the International Consumer Electronics Show in Shanghai in May, 2015. PHOTOS: PHOTOJO, REUTERS, AP



there has been in the last 50," said GM President Daniel Ammann.

That means we can probably say goodbye to the "soccer mum".

There will no longer be a need for a member of the family to dedicate days to chauffeuring kids to school, ballet class and soccer practice. A family will be able to give up their now-average 2.5 cars and opt for a share in one driverless car that will take the kids to school in the morning, then swing back around to bring Mum and Dad to work.

Families will also have increased mobility, since no one will need a driver's licence (or even the ability to see) to get around. It will be a boon to the elderly and anyone who otherwise wouldn't be able to drive. And Mum and Dad won't have to leave the office early to make sure their kids are at hockey practice or guitar lessons.

There will still be people who want to drive, but the driveway tinkerer – who works on rebuilding classic cars and drives them around the neighbourhood with the top down – will no longer exist. We might not even have garages or driveways.

And some experts expect that human-driven cars might even be banned in some, or all, places. The car enthusiast will have to hitch his Mustang up to a driverless car and take it to a different kind of driving range – where he can tool around on a closed course.

Meanwhile, says Chandra Bhat, director of the Centre for Transportation Research at the University of Texas, public transport will become much more efficient by cutting out low-volume routes. People who live in areas that aren't as highly populated will rely solely on car services (or their share in a driverless car).

Bhat says that states considering big high-speed rail projects – such as California – may rethink their plans.

"What does high-speed rail achieve? It allows us to travel without having to drive. But with driverless cars, you're not driving," he says.

That means you can be completely flexible about when you travel and what you do

while on the road. Maybe you drive overnight and sleep the whole way. Or maybe you spend the whole trip working. After all, when your attention no longer needs to be on the road, you can do almost anything inside your car.

The automobile of the future might not even have traditional car seats – instead, it might have couches or beds. Perhaps it will even have small kitchens or entertainment centres; cars could easily become mobile living rooms with all of the amenities.

The highways of the future will be filled to the brim with cars travelling about a metre apart while going 100-110km/h, passengers kicking back and doing whatever it is they want to do. This will significantly increase the capacity of roads, and the number of

## The smarter urban planners will start to put streets on 'road diets'.

cars that travel on them will skyrocket.

Massive inter-car communications networks will help them all run efficiently and safely. And that means a huge burden on the world's global positioning system networks – better known as GPS.

The US has 24 satellites in the sky that run its GPS systems, which many software manufacturers use in tandem with 24 of Russia's positioning system satellites, called GLONASS. That's fine for now, but in order to manage worldwide fleets of cars that rely on digital maps to find their way around, someone – countries (Europe, China and maybe India) or car manufacturers or fleet owners – will have to launch new satellites. According to Juliusson, the number of satellites in low-Earth orbit "goes to 120 by the early to mid-2020s or so".

What that means is we won't just have an electrical grid anymore. We'll have a new type of closed system – a car grid – that features a worldwide network of moving parts controlling all of the earth's cars. Our cars will all talk to the grid, and through the grid, they will also talk to one another.

Humans are flocking to cities now more than ever. According to the World Health Organisation, the urban population worldwide was 54 per cent of the human race in 2014, up from 34 per cent in 1960.

But will everyone want to live in the city when their commute becomes so much easier? There's a chance the driverless car revolution will propel a suburban exodus bigger than was seen post-World War II.

On the other hand, with a massive fleet of on-demand, self-driving cars, there will be no more worry about the downtown traffic on Friday nights, where to park when you arrive, surge pricing when all the Uber drivers are busy or squeezing into overcrowded subway carriages at peak hours.

Still, it's possible that "location, location, location" won't be able to sell cramped apartments in inner cities anymore.

People could instead just live any old place. And when it no longer matters where people live, it also won't really matter where they work. Maybe everybody will still go to work downtown, and the street in front of office buildings will look like preschool parking lots at the end of the day with driverless cars lined up waiting to take workers home.

But that seems unlikely, given that the idea of the office has been changing. We're already trending towards a world of telecommuters, and the number of freelancers is on the rise. According to a recent Gallup poll, 37 per cent of the US workforce telecommuted in 2015, up from just 9 per cent in 1995.

If contract workers are the new normal, and the location of the office no longer matters, then the office itself might disappear completely. "Will we even have designated workplaces?" Bhat asks. "The technology is so ubiquitous for communication the whole concept of the home and workplace could vanish."

If more people move away from the cities and suburban sprawl increases, the environment will take a hit (see: Los Angeles). But if people use significantly fewer cars and all those cars are electric, which seems likely (industry leaders Google and Tesla build only electric cars), then it won't.

On the other hand, getting human hands





## INNOVATION | THE AGE OF THE PRODUCTIVE COMMUTE BY TOM STACE

**Autonomous vehicles (AVs) present** a one-in-a-century opportunity to reshape our cities, just as the automobile did last century. With some thought, we can fix some of the mistakes made last time around.

In 2012, a colleague and close friend of mine died in a Perth car crash. Cars are mundane but dangerous, and this event motivated a professional interest in AVs. Alongside research in quantum physics, my group at the University of Queensland is currently developing a new breed of laser-ranging (LIDAR) sensors for the dynamic environment that AVs will encounter.

More broadly, there will be enormous opportunities for innovators to help build the transport of the future. Here is an optimist's view of how things will change.

Picture a world where our commute was productive and congestion was dramatically reduced. Where we could select a vehicle that was optimal for each activity during the day – commuting to work, family trips to the beach or collecting a sofa. And the risks of distracted, dangerous or drugged drivers sharing our roads were reduced tenfold or more.

Land can be used more effectively. A recent agent-based simulation of an AV fleet operating in Lisbon, published by the OECD, predicts that the parking requirements will be less than 10 per cent of the current fleet.

In many cities, parking takes up a huge amount of prime land, so how should we redesign our buildings,

precincts and cities with this in mind?

Road use will change. The same Lisbon study predicts a 90 per cent reduction in the number of vehicles required to service our travel needs, but with a roughly unchanged total distance driven per day. This makes some sense: a much smaller fleet is used much more efficiently to make the same trips people make now.

When AVs become commercially viable, the economics make their widespread adoption inevitable: without labour costs, a taxi fare drops below the operating cost of a private vehicle.

Recent modelling based on real road networks and movement data supports this. A University of Texas simulation of an AV taxi fleet in Ann Arbor, Michigan, predicts a 75 per cent reduction in travel costs. Including multi-passenger ride-sharing in the simulation reduces the cost even further.

AVs will pack more densely to reduce congestion, through a combination of smaller computer vehicles, more passengers per vehicle, and smaller driving distances between them. The latter is enabled by the faster reaction times of AVs, along with forthcoming vehicle-to-vehicle (V2V) communications.

Australia has a head start in V2V, with the Wi-Fi-based technology being developed by Cobda Wireless at their Adelaide headquarters and the University of South Australia, to allow vehicles to actively communicate with other road users, and with traffic lights



ILLUSTRATION: GETTY IMAGES

and other transport infrastructure.

Less plastic and metal will be required to build the smaller fleet. But with much greater utilisation, AV lifetimes will be shorter. As long as they are designed for efficient recyclability, the fleet will enjoy a more rapid upgrade cycle, and with a lower resource footprint.

Distributed, autonomous recharging parks will make petrol stations redundant. Electric AVs can be stored in dense recharging parks, interspersed throughout a city.

AV battery systems will be optimally sized for typical use, in contrast to the expensive, oversized batteries in private electric vehicles required to alleviate "range anxiety" of prospective buyers.

A quarter of Australia's energy consumption powers transportation, comparable to power consumption from the electrical grid. As transportation moves from liquid fuels

to electricity, the grid will need to serve this shifting energy demand. There are enormous opportunities for the grid to interface intelligently with recharging parks to do this smoothly throughout the day.

The AV taxi fleet will be networked and tracked. Including time-sensitive user-pays road pricing in the fare will become technically and politically straightforward – a dream for urban planners and economists.

AVs have fabulous potential, but it is important to start thinking about policy implications now. Ethical questions arise about how AVs will be programmed to choose among several bad options in the event of an collision.

This has been framed by the "trolley problem", which presents a set of moral choices that trade off death or injury between occupants of a life-threatening, runaway vehicle and bystanders. The question is: what choices about human wellbeing should be programmed into an AV? In the event of a collision, should it favour the occupant over a bystander, or vice versa? Practically, this has implications for safety and legal liability.

A pragmatic solution that sidesteps this question is to program an AV to maintain its own integrity, paraphrasing the third of Isaac Asimov's Three Laws of Robotics. "Don't scratch the paintwork" is the corresponding rule of thumb given by parents to children learning to drive.

In 2010, the Australian Bureau of Transport and Regional Economics (BITRE) estimated the annual social

cost of road crashes at between \$17 billion and \$27 billion.

Before authorities admit AVs on the road, it will be imperative that they outperform a good human driver by a substantial margin – say a tenfold reduction in accident rates. If this target can be met, the residual accident costs should be borne by a combination of the public health care system and no-fault industry insurance, leaving governments and society better off in absolute terms.

This is great news for the travelling public and our health system but bad news for the insurance industry. While acknowledging the social benefit, Warren Buffett wryly noted recently that his insurance business would not be celebrating the arrival of AVs.

AVs will change our urban fabric. Land that is freed from parking and congestion can be redeployed for footpaths, cycleways and vegetation, making cities more vibrant, while the frustrations of commuting will be replaced by productive activity.

Enabling legislation is starting to be passed internationally, as well as in South Australia. The ACT is currently drafting similar legislation.

Paradoxically, the automation of driving promises to humanise the experience of our cities. We should start shaping up for it now.

*Tom Stace is an associate professor of physics in the Australian Research Council (ARC) Centre of Excellence in Engineered Quantum Systems at the University of Queensland.*

off the steering wheel might make cities much more green, and livable. For example, all the space currently taken up by parking is going to be put to a more environmentally friendly new use. "I think we can just let our creativity run wild," says Ratti, who imagines there will be many more green spaces in cities.

**T**ransforming parking garages will be more difficult, Ratti says, because their floors are angled – not really ideal for most of the things humans like to do in open spaces, such as play soccer or host flea markets. However, that might change as well. "In a current design project in Singapore, we are already designing a very large parking structure by thinking about how it could be converted," he says. "You want to have horizontal floors instead of sloping ones and a slightly higher than normal floor-to-floor height to allow for other uses."

According to Erick Guerra, a city planner at the University of Pennsylvania School of Design, over the next few decades, the smarter urban planners and civil engineers – the ones who anticipate the arrival of the self-driving car – will start to put streets on "road diets".

In the suburbs, that means highways won't be widened and fewer new ones will be built. In the cities, some lanes will be repurposed for biking, and roads will get more pedestrian-friendly features such as wider sidewalks and easier crossings.

An invisible but potentially huge change, Ratti says, is the convergence of cities with the digital world. Our cars and our cities will talk to each other, share information and track data.

Once cars on the streets are linked into a single citywide network that shares all data, efficiencies will be able to happen on the fly, making them even more powerful. Cars will be able to identify problem intersections that cause congestion and avoid them or even spot and report small crimes happening on the street.

Reporting everything that happens around every car in a city will make big data and its benefits even bigger: it'll save time, money and lives.

It's a moment we all know too well. Traffic slows and you inch your way along the highway wondering why, out of nowhere, you've lost all forward momentum. And then you see it, up ahead, flashing lights. A drunk driver has wrapped his car around a tree, a line of tailgaters has caused a pile-up, or someone has fallen

## SOUTH AUSTRALIA | THE ROAD TO REVIVAL BY SIMON EVANS

**The new and the old are on** different roads.

North Adelaide-based Cobda Wireless is at the core of the technology-driven future in an automotive industry undergoing a seismic shift, as the small firm levers a place for itself in the world of the driverless car.

At the same time, there's hope that Belgian entrepreneur Guido Dumarey can conjure up a last-ditch rescue of the Holden manufacturing plant in Elizabeth, South Australia, before it closes in 2017 and joins Mitsubishi, Ford and Toyota in sending Australian car assembly lines to the scrapheap.

Cobda makes wireless sensor systems, allowing driverless cars to share their data with similar vehicles. The cars can "talk" to each other, allowing smooth travel and avoiding collisions.

Cobda software is used in more than half of the vehicle-to-vehicle trials under way around the world.

Cobda chief executive officer Paul Gray says the opportunities are vast, because car makers around the world are moving so fast to incorporate the technology. Cobda has 40 staff, most in Adelaide, but also has two small offices in Detroit in the US and Munich in Germany. "Car makers are trying to find solutions as quickly as they can," he says.

South Australian Premier Jay Weatherill is heavily embracing the new but hasn't given up hope on the old, even though he remains cautious – albeit supportive – about the Holden plant revival plans.

His vision is to try to reposition South Australia – for so long central to Australia's vehicle and components industry – as a manufacturing heartland, playing a pivotal role as a hub for technology-driven innovation as driverless cars continue a long journey into the future.

His state became the first in Australia, in September 2015, to introduce legislation to allow real-life testing of driverless cars. Last November, Volvo threw



Cobda Wireless CEO Paul Gray with a Cobda wireless box. The Adelaide firm's software is used in driverless car trials around the world. PHOTO: DAVID MARLIZ

its weight behind the plans by trialling a modified Volvo XC90 on part of Adelaide's Southern Expressway.

It was the first trial on open roads in the southern hemisphere. Weatherill has the welcome mat out to try to foster companies with the intellectual grunt vital for the driverless car advance and, in doing so, figures it could be a real economic driver if a cluster of firms set up shop.

"There's a lot of spin-off issues associated with it," Weatherill told AFR Weekend. "It's a long-term view."

Cobda is a poster child for the new world. Guido Dumarey, a Belgian billionaire who runs a company called Punch Corporation, knows all about transforming old-world manufacturing.

He has had success in buying a former General Motors transmission plant in Strasbourg, France which had been earmarked for closure in 2014 by the automotive giant as it rationalised. He saved 1000 jobs.

Dumarey has made overtures to General Motors and the federal and state governments about doing the same for the Holden plant at

Elizabeth in Adelaide's northern suburbs, due to close in 2017.

Dumarey has floated plans to keep making the Holden Commodore under licence from General Motors, but under a different brand. Driverless cars still need the basic framework and chassis.

Dumarey has his hand out for taxpayers' money, but the political winds are blowing his way.

This is thick with irony. New federal Industry Minister Christopher Pyne met Dumarey and Punch Corp senior executives in Canberra on Tuesday, while Weatherill also held meetings on Thursday in Adelaide.

Punch is seeking some of the \$800 million in funds in the federal government's Automotive Transformation Scheme, put in place when Tony Abbott was prime minister to try to limit the pain as the car makers progressively closed.

Abbott and his then treasurer, Joe Hockey, now Australia's ambassador to the United States, sounded the death knell for Australian car making in late 2013 by taking a hardline stance on taxpayer funding, refusing to tip any more

money in to keep Holden going. Toyota soon wilted too.

The age of corporate welfare was supposedly gone and companies had to pay their own way after years of being heavily subsidised. But it could now make a reappearance in a new guise, helped along by a softer stance from Prime Minister Malcolm Turnbull and Pyne, who in 2015 went through awkward times.

Polling in 2015 showed that independent Senator Nick Xenophon's plans to run candidates in vulnerable seats in Adelaide could result in Pyne losing his eastern Adelaide seat in the 2016 federal election, after 23 years.

At the time, the reason given was the deep dislike for Abbott and his policies on the automotive sector, as well as a backflip on a promise to build submarines in Adelaide. That pressure has dissipated somewhat.

On Wednesday, Weatherill was cautious about Dumarey's chances of success and bemused about the federal government's apparent change of tack.

"Obviously we need to give every opportunity for their proposal to succeed, but we need to be realistic about this," Weatherill told a gaggle of reporters at the opening of the first Aldi chain outlet in South Australia, in Adelaide's northern suburbs.

The area, already reeling from high unemployment, is just a few kilometres from the Holden factory.

Weatherill says "there are a lot of boxes to tick", including potential remediation of the Holden site and the imprisonment of General Motors itself to sell.

The advent of driverless cars, while some way from becoming commonplace on roads, has upended business models too, as new players like Google and Tesla begin overtaking the traditional automotive manufacturers because IT and technology expertise has moved to be the central ingredient in car making.

Fostering the new may be a more prosperous road.



## From page 45 Revolutionary road

asleep behind the wheel and drifted into oncoming traffic.

Every year in the US, more than 35,000 people die in car accidents. (In Australia, there were 1209 road deaths in 2015, a rise.) It's a reality that we all accept every time we climb behind the wheel: driving is dangerous.

But once humans aren't allowed behind the wheel, they'll lose the power to cause accidents. Human error is the main reason for most car crashes. In July 2008, the US Department of Transportation released a report to Congress called the National Motor Vehicle Crash Causation Survey.

After studying 6950 crashes over a period of three years they determined that 93 per cent of all the accidents were caused by human error: among other things, people were distracted, they were travelling too fast, they misjudged the other driver or their own abilities, they overcompensated after an error, they panicked or, in 3 per cent of cases, they were asleep.

Removing humans from the equation will eliminate every one of those problems. According to a 2015 study by McKinsey & Company, fatalities from car accidents could fall by as much as 90 per cent, saving \$US190 billion, when driverless cars take over.

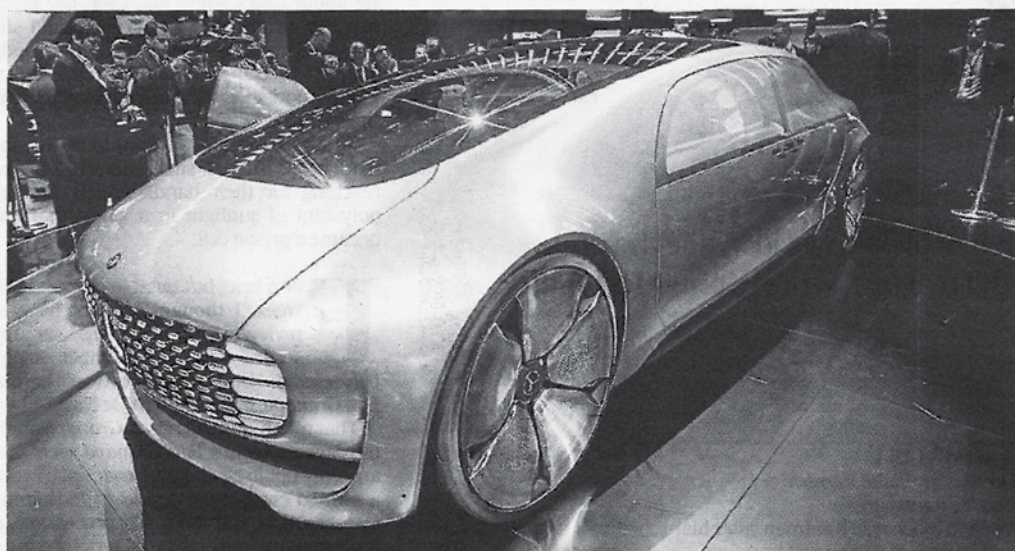
(One current challenge is that the driverless cars doggedly stick to rules - and when humans don't, there are accidents like rear-ending. See Innovation breakout, page 45.)

A recent study by the insurance, tax and auditing firm KPMG found that if accidents do eventually drop by 80 to 90 per cent, as is hoped, the personal auto insurance sector could also fall by as much as 60 per cent due to lost premiums.

Some of that could be made up by insuring manufacturers, who will likely take on the burden of responsibility for car-related accidents. After all, it's their software that will control how cars drive.

The elimination of impaired drivers means there will also be less need for highway police - after all, driverless cars don't speed, have heart attacks behind the wheel or drive drunk. The demographic of the highway will change.

The long-haul truck driver, for example, whose living is made travelling back and



forth across the country will no longer be needed. Delivery services such as FedEx or UPS won't need to employ nearly as many people. Trucks can easily be loaded by machines, then transported without a driver to a central location. Once your package arrives at a local warehouse you can send your car to pick it up. There's little to no human intervention needed.

**I**t's unclear how the self-driving car revolution will affect the job market overall. On the one hand, it seems like there will be huge cuts to both the public and private transport sectors, from the jobs on buses and trains to people driving cabs.

Other sectors will grow: Juliussen says driverless cars will need to be replaced every three years due to their increased use, so manufacturers may stand to benefit from an increase in sales.

None of this is really all that new. In 1918, just a few years after the automobile began mass manufacturing in the US, the journal *Scientific American* wrote: "The car of the future will have no such thing as a 'driver's seat' ... Driving will be done from a small control board, which can be held in the lap ... A small finger lever, not a wheel, will guide the car." It sounds almost like they are describing the driverless car coming our way soon.

And, like today, people back then thought the car of the future would be the world's saviour. "City planners looked at the car as the solver of urban planning problems - most of which were related to density," Guerra says.

In some ways, those predictions were accurate: cities today have higher populations, but inside them people aren't packed so tightly. And we certainly don't live with the health risks posed by the mess that horse-based transport leaves behind.

But the car wasn't the answer to all of humanity's problems.

We replaced human congestion with traffic jams, air pollution and acid rain. We fight over drilling rights, and the economies of entire nations hang on the price of a barrel of oil.

The driverless car will bring with it a slew of benefits and drawbacks that we can do our best to predict - but there's no way we can dream up everything that's to come.

There are two things, though, that we can say with confidence: driverless cars will radically change the way we live, and 100 years from now no one will hear the words "Los Angeles and automatically think 'carmageddon'". **W**

NEWSWEEK

Mercedes-Benz revealed its concept F015 driverless car at the North American International Auto Show in January 2015.

PHOTO: WIREIMAGE

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## INDESTRUCTIBLE



A tornado destroyed nearly everything in Bridge Creek, Oklahoma last year. Some amazing pics hit the net of everything completely flattened, except this beautiful machine, a **Dodge Challenger Hellcat**. Somehow it remained intact, still up on a jack. So we now have proof just how tough a machine a Hellcat is...



## AIRPLANE-ENGINEED 1939 PLYMOUTH PICKUP

This radial-powered Plymouth briefly appeared in Torqueback a couple of issues ago, and there was so much interest in it that we decided to track down its full story.

Genius or insanity? The **Corns** family are very clever folks who like airplanes as much as they like cars.

**Adam Corns** works with his brother, **Eric**, and his parents **Alice** and **Gary** at a family-run salvage yard in Englewood, Colorado. The yard has been in Alice's family since 1959, and the whole family is super into collector cars and whacky wrenching — so when cool stuff comes in, it's more likely to go in the project pile than the crusher. Cool stuff comes in often when you work in a wrecking yard, and the project queue can get pretty long.

*"We have a group of friends who come by on Wednesday nights, and instead of playing poker, we build cars,"* says Alice, and Gary adds that the rules for joining this weekly wrench-o-rama are: *"Love cars, bring beer, and have a sense of humour."*

It's obvious Gary and Alice have a sense of humour the second you see their 1939 **Plymouth** pickup. Its pockmarked, raw-steel body is dotted with rivets, and rising out of the open engine bay is a halo of finned cylinders — an airplane radial engine shoved back against the firewall. The joke's on you, though, if you think it's all for show. When Gary starts it up, there's a wheeze and then a rat-a-tat-tat in the bare-metal engine bay. Smoke billows around the Plymouth and it disappears before you can comprehend what you're looking at.

The Plymouth started as just an old truck, one that Gary picked up from a customer for a couple hundred bucks, and then sat around for almost 30 years. He wasn't quite sure what he wanted to do with it, but he knew that inspiration would come. *"One day, my dad said we needed another project,"* Adam says. *"He went over to an airplane wrecking yard and the next thing you know, this 1950s seaplane shows*

*up on a trailer, and he says we're gonna use the 300hp Jacobs radial engine for the truck. Growing up around metal, you never question if it will work, you just start welding."*

Before breaking out the welder, the Corns had to see if their aircraft powerplant was still in sky-high condition. A customer offered the use of a radial-engine runstand—because the Corns are the kind of people who know people who just happen to have 1950s radial engine run stands sitting around. "It fired up and we couldn't believe it!" Gary says. Eric tracked down a new single-barrel updraft carb on **eBay**, and the fun of fitting the round peg in the square truck began.

Welding, bending, cutting, and inventing—often in the wee hours of the morning—the group made short work of removing the truck body from the stock chassis and stripping it to bare metal. The top was chopped, the rear was tubbed, and more than 1,000 hand-bucked solid rivets now trace lines around the pickup's panels. The original framework was ditched in favour of a custom tube chassis, which extended the front end of the truck to make room for the seven-cylinder Jacobs radial. Since the airplane engine was designed to turn a propeller, getting the power back to the **Turbo 400** automatic trans and narrowed **Franklin** quick-change rearend took some engineering, with most of the components either scavenged from the yard or handbuilt in the shop. The propeller shaft is connected to a custom coggled pulley that runs down to a boat V-drive with a 3-inch **Kevlar** blower belt. A custom driveshaft heads back from the bottom of the V-drive flange to the front of the transmission, where a clever assembly made of a 1970 **Chevelle** pinion and various old Ford bearings spins the 12-inch torque convertor. *"In the end, the transmission thinks it's connected to a small-block Chevy,"* Gary says.

The transmission may think everything is copacetic, but inside and out, the truck thinks it's a plane. Pitot tubes and aircraft lights dot the exterior, and in the interior, leather aircraft seats face dual steering yokes and an array of gauges intended to soar above the clouds.

Airplane geeks will get a kick out of the cartridge shells and "shotgun" starter in the handbuilt console. Early radial engines used what were basically shotgun blanks to send a gust of high-pressure gas into the cylinder to start the engine. Even though the Jacobs engine is started with a more modern electric method, Gary always loved the scene in *Flight of the Phoenix* where Jimmy Stewart has to start a plane while lost in the desert with a limited number of cartridges. *"I just built what I thought it might look like,"* he says about that little touch of cinematic drama.

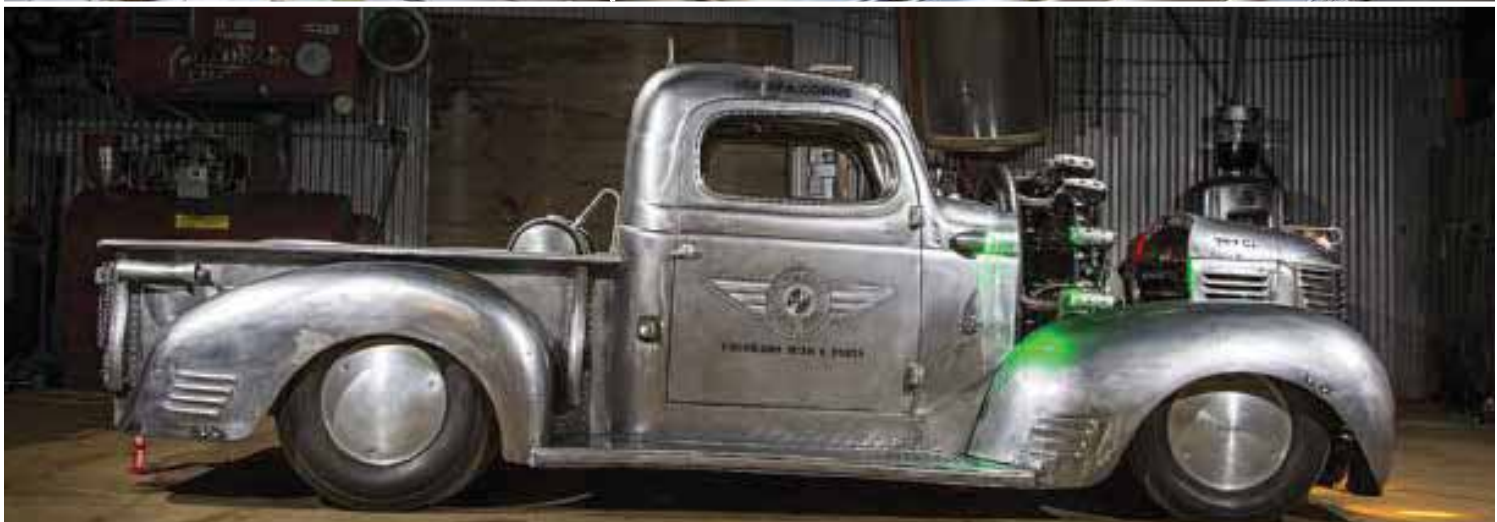
When the Corns started on the air truck, they were planning to run it on the Bonneville salt flats, but then the race got cancelled—and cancelled again. While still hopeful about getting out to Utah, Gary and his crew haven't just been sitting around waiting for Speed Week. Besides making numerous passes — and lots of smoke — for our photographer, the Plymouth **"Air Radial"** has been flying around the show circuit, picking up awards and even offers of a reality show based around the Corns family business.

Gary says one of the coolest things has been the response from the aviation community. *"A former CEO of Cessna saw it and liked it so much he brought me parts and signed the console. A VP at Lockheed Martin asked me to explain how we put it together. We must be doing something right when a rocket scientist is asking us how it works."*

— Hot Rod magazine









## 1970 PLYMOUTH BARRACUDA WITH A 1,500 HP CUMMINS DIESEL

Alan Smart took a photo of this sweet curiosity at the Detroit Autorama earlier this year, which appeared in our last issue. Several members asked to see more. So here you go...

Weaver Customs in Salt Lake City, Utah unveiled a really unique 1970 Plymouth Barracuda called *"Torc"* for owner Len Elfervig at *Detroit Autorama 2016*. The project started with a Barracuda body that was channeled and the roof was chopped in the rear. Other modifications included leaning the windshield back and flush mounting all the glass. All this was dropped onto a Roadster Shop chassis. Under the custom hood sits a compound turbocharged 6.7 L Cummins diesel inline-six. The engine features forged internals, ported and polished head, duel fuelers, 5x18 injectors, S366 and S460 turbochargers, and nitrous. This combo is good for 1,500 horsepower and 3,000 lb-ft of torque to the rear wheels. Backing up that power is a Chrysler 48RE full manual automatic transmission.





While we're at it, here are some other very creative and challenging engine reconfigurations, including a Gen III fitted in a 1970 **Coronet**, swapping a V10 out of a **Viper** into a **Valiant** ute and a Firepower crammed in the front of a **Volkswagen Beetle**. Why? Why the hell not?!





### GOIN' RIGHT OFF

OK, so in today's world dominated by poxy SUVs and all-wheel-drivers that will never even see a dirt road beyond the supermarket, 4x4s with jacked up suspension on big rubber is probably no big deal anymore. And of course us Mopar aficionados are very familiar with the many varieties of the amazing Jeep and killer Dodge Ram. We (maybe reluctantly) have to take it for granted nowadays. But once upon a time, this trend was all new and exciting – and 4x4 conversions of existing rides were for a time all the rage. Not your typical customising projects, some of these change-ups were outlandish... and perhaps *Mad Max: Fury Road* has rekindled that monster again.

**Shane Harvey** is well-known for his **Holden HZ** ute which appeared on the cover of *Street Machine* last year and wowed folks at the last **SummerNats**.

Even if you don't particularly dig his '80s on steroids' vibe, the way in which he takes his passion for the stylistic touchstones of a long-gone era and presents them in a modern way has to be applauded.

So what else has he built? The answer may surprise you: a 4x4 **CL Valiant** ute!

Good enough to win *Top Exhibition* at **Summernats 9** and **11**, no less, and it also scored a feature in the Oct/Nov 1996 issue of **Street Machine**. With

its colour-coded pink graphics, shockers, trim and ignition leads, it is clearly a car of its era – but again, the theme is carried right through.

The ute started life as Shane's dad's workhorse, bought brand new. After 15 years it was looking decidedly second-hand, so **Jamie Homes** at **Oz Conversions** suggested the 4x4 conversion, using a rolled '69 **Land Cruiser** for the chassis and running gear. Power came from an unusual source – a 289 **Windsor** and matching **C4**! Yep, it is a Valiant/**Ford/Toyota** hybrid!

The Valiant was painted by Shane's stepson, **Daniel Slater**, with rattle cans used for the fluoro

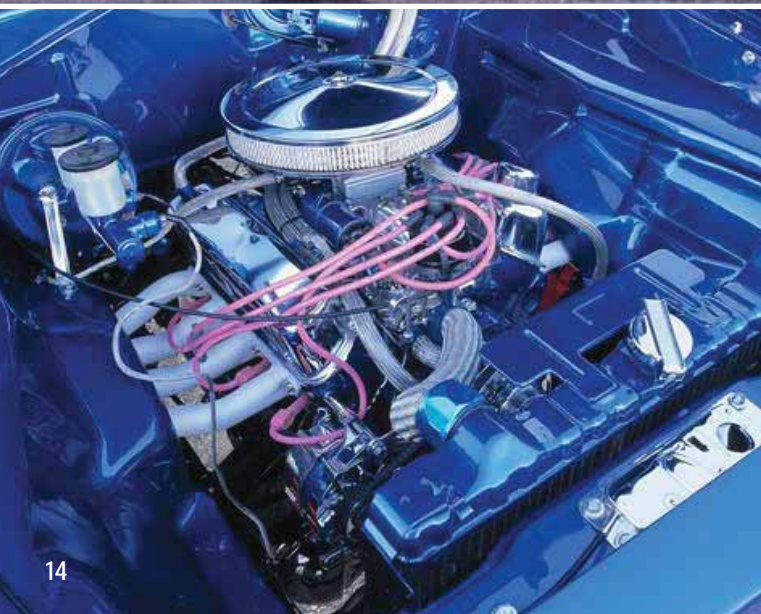
graphics. With the sills 900mm off the deck, the ute rolled on 33x12.5x15in **Hankooks** matched to 15x12in **Oasis** rims.

There aren't that many Valiant utes around anymore. And certainly not as distinctive as this!

Word has it that this car was actually stolen not long after it first appeared in magazines way back in the day – not a very conspicuous target for thieves.

Other reports suggest the ute was long-ago sold to Western Australia. So if anyone knows if she lives, yell out!

– from the **Street Machine** website archives









# frankensteined monsters

WHEELS AND PANELS

## MAD MAX 4: GALLERY OF ROGUES

**Mad Max 4: Fury Road** was a smash-hit around the world last year, and the movie's biggest stars undoubtedly were the insane vehicles – many of which were Mopar and regular Aussie cars we instantly recognise. My mate **Mark Sexton** who I used to draw comics with (so I'm very proud of him) was the principle storyboard and concept artist on the production.

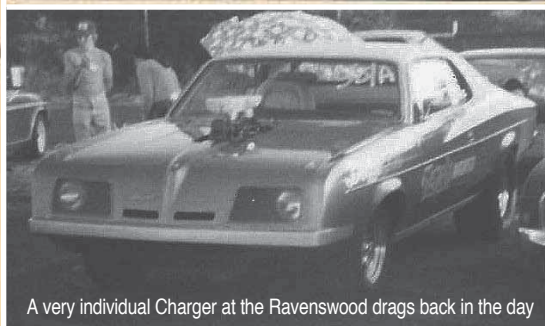
When asked why these particular types of cars were used, Mark said *"If you look at the vehicles in Mad Max, it's pretty much old classic cars. In a place like the Wasteland, anything computerized would break down and stop working in a very short period of time, and there's no one left who knows how to make the stuff work again. And there were other considerations too. Modern vehicles are built to have crumple zones, to just fold up and crush on impact. When you're using vehicles as a weapon, you don't want things that can be destroyed quickly, you want things that are essentially giant metal battering rams."*

– Dave H





Speaking of **Mad Max**, the iconic ***Interceptor*** – which is now part of movie folklore – and some of its other mutant musclecar counterparts in **The Road Warrior** directly reflect a fashion in motoring at the time of their creation back in the late 1970s and early 1980s – namely bodykits. Back then **George Miller** simply used what was available to disguise and enhance the cars he used in his film. Fibreglass and aluminium augments had become rampant in the seventies on the coat-tails of the new styling of the **Corvette**, **Monza** and **Firebird** – only to be fuelled by the rise of V8 supercars and the custom self-expression of panel vanning. Today, bodykits are everywhere – particularly with ricers, so these swept lighted front-ends, extended air dams, enormous spoilers, wheel arches and gills almost appear clumsy and brutish. But as **Simon Major** recently showed us, there's still plenty of romance and nostalgia with this look.





### SAINTS OR SINNERS?

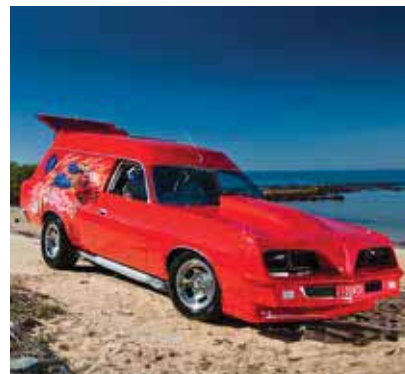
Hot-rodders have been creating bespoke and ornamental detailing from day one, and stylists often morph new concepts from an existing base. So is it OK then to make a ute out of a Charger? Or stretch a wagon out of a coupe sportscar? If you have the guts. Well, maybe it just depends...

*Right?* Simon Major and his show-stopping retro-restored '77 CL panel van recalls a 29 year fascination (see **Torqueback 25**) complete with a Firebird front end and lux interior. A beautiful testament to a long-gone tradition and a deliberate expression of his dreams as a kid.

*Wrong?* Very wrong. Once upon a time hardtops weren't valued at all – and taking a grinder to one of those rear quarter panels (which are now so rare) wasn't a crime against humanity. Without the benefit of hindsight, **Custom Rodder** thought this bloke making a convertible (with Falcon tailights and an exposed spare, mind you) out of a latey hippo was a neat idea. **NOT!** Yes, a few Valiant 'convertibles' were created this way once. Enough to make a grown man or woman cry.

Still... this is only my opinion. And as I said – ultimately, your own car really is your own business. Hurts my eyes though!

– Dave H



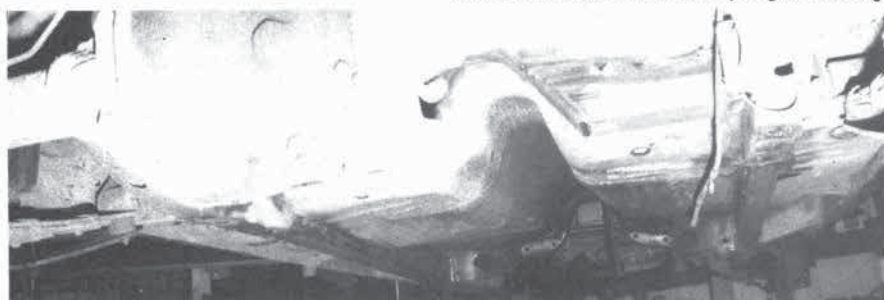
What the car started out as, a long wheelbase Valiant two-door hardtop painted all blue.

Convertibles have always been suited to the dry climes of Australia, and it's amazing that the motor companies that produced so many varieties during the '30s have tended to stay away from them since the end of World War 2, with exception of the Ford Capri built here in the last few years. Keith Wilding of Ararat Victoria, a retired Telecom Supervisor, decided to solve his convertible problem by converting his Valiant coupe into one. Taking an angle grinder he cut the roof back 4 in from the top of the windshield. This was folded back to make the windshield top firmer and to allow fasteners for the top when fitted at a later date.

## BUILD YOUR OWN CONVERTIBLE FROM A LONG WHEELBASE 1971 VH VALLANT COUPE



Profile of this Valiant convertible is quite good. The long wheelbase gives the vehicle excellent proportions.



The rear roof pillar was also cut in a similar manner and folded over for strength. Under floor bracing was done to strengthen the body using spliced box tube. Other work included replacing the cracked dash pad with a Charger dash and the rear seat also from a Charger.

The car was purchased for \$100 originally.

Keith, not liking the "droopy" tailamps in the original Valiant, replaced them with a set of XM/XP Falcon units (round). A spare tyre was placed on the rear hinged to clear the fuel filler. The spare is attached to the tow bar and can be removed in a flash and put in the boot when the trailer is hitched on. Keith is also a member of the Model T Car Club and treasurer of the local Grampians Vintage and Veteran Car Club which celebrated their 21st birthday in May.



Making a convertible out of a unit body car with no chassis requires extra floor bracing. Here we see steel box section along the inside door sill as well as a large box section passing through the floor from the rear member of the front. This is MIG stitched welded to the floor panel. It is important that the floor is rust free and in good condition.



Major change was the round Ford tailamps, as owner didn't like the "droopy" original Valiant units.



From the front 3/4 view again the car looks factory.

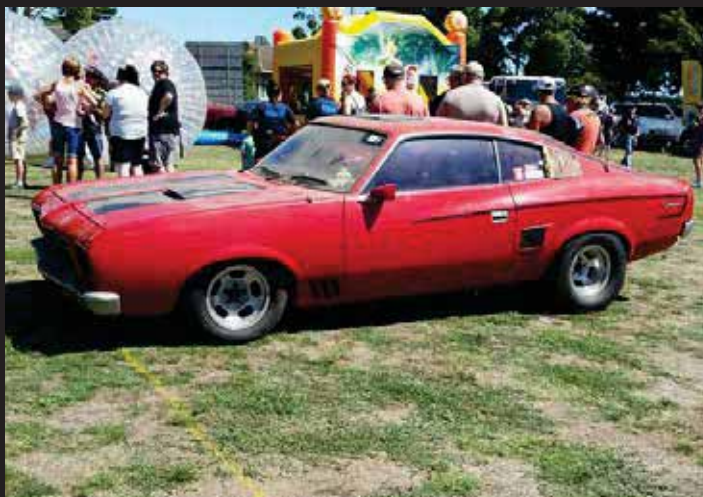




## DOES THREE GO INTO ONE?

Do hybrids actually work? If you can find the ingenuity? Well, I think it really depends on the styling as much as the engineering. I once saw on the cover of a magazine (and if anyone knows it please let me know about it as I couldn't find it anywhere) a **Holden** coupe with an **XA to XC Ford Falcon** front end somehow seamlessly grafted onto it, power-bulge and all. I thought it was really clever even if I didn't like it. But what about all three makes – all of The Big Three – in one ride? Here's a **Charger** with what appears to be an **HQ** front end, Falcon and **Monaro** detailing and a **Fairlane** rear. Definitely challenging. Or just downright confused?

– Dave H





### A PAIR OF CHARGERS, NEW AND OLD

**Steve Mirabelli** took the body of a thrashed 1968 **Dodge Charger** and set it on top of a totalled-out 2006 Dodge Charger **SRT8**. Add a '69 **Daytona** nose and wing, convert the rear glass to a flush **Charger 500** backlight, and you're done. Sounds simple, right?

It sure got the public's attention, because such a "simple" task like mating a classic body style with the chassis and powertrain of a modern performer opened a lot of minds. Why in the heck couldn't you have the best of both worlds? The drop-dead gorgeous lines of Dodge's most recognised car ever—the 1969 Dodge Charger Daytona—with the power, safety, and fuel economy of a late-model 6.1L Hemi Charger SRT8? The problem everyone realises at first, however, is that the track, wheelbase, and cowl height of these cars is different and needs to be reconciled very carefully, and not just from a visual/design standpoint, but from a structural one too.

Fortunately, Mirabelli has a mad set of skills, as he's a **NASCAR** race car fabricator for **Hendrick Motorsports** in the Charlotte, North Carolina. For decades, Mirabelli has been creating and repairing some of the world's fastest machinery, so while the modernised Daytona project isn't exactly a cakewalk for him, it's the closest thing to a cakewalk.

The sheer complexity of melding the shape of the Daytona with the mechanicals of the SRT8—with operations like fabbing the HVAC ductwork, cowl area, hideaway headlights, trunk, fuel filler, fender vents, and interior leave you speechless.

But one big problem remains: what exactly "is" it? We know what it is, but the DMV may have the last laugh. As we cars guys have come to discover in varying degrees, on most days our government hates us. Why we can't just behave, pay our money, and drive the same old **Toyota Camry**? On better days, state governments merely tolerate us as a source of revenue and jobs.

So while most of us would've taken the easy road of dropping a late-model engine and trans in an old body, Steve melded the two to the point that the suits and bean-counters want to call it a 2006 model-year car. Going the high road and building the safer, more fuel-efficient car has bought Steve a whole closet full of hurt, proving that once again no good deed goes unpunished.

Will Steve get North Carolina's blessing to drive it on the road, or is he banished to doing **Dukes Of Hazzard** donuts in his backyard the rest of his days?

— extract from **Hot Rod** magazine



This 2,000hp 9.4 litre **Hemi V8** twin-turbo powered '68 **Charger** called "**Maximus**" was built by **Tom Nelson** of **Nelson Racing** in California and first appeared at **SEMA** last year – before making a cameo in **Fast and Furious 7**.

It has a 6 inch wide body of pure steel – and that's not paint. Its all metal with a clear coat. No fillers, no primers, no lead. Just good old hand pounding, blocking and shaping.







## WRAPS

If you don't have the nerve or the means to completely re-paint your car permanently, now you can have your cake and eat it. **Wrap Zone** is a company out of Stockholm, Sweden who produce vehicle decals, paint protection and tinting. They invented the *Wrap* – an all-over skin specifically designed to fit a particular model and body-type, that spares and protects the real paintjob beneath. And you name it, they wrap it.

They specialise in unique high end wraps and paint protection, and are Hexis Gold Certified. Their literature reckons their cars are seen all over the world from **Jon Olssons** and **Team Betsafes Gumball3000** racers to **X-cat** raceboats in Dubai. They boast on their client list you will find **Autoropa** (Sweden's exclusive **Ferrari**, **Bentley** and **McLaren** dealership) **Callisma** (Sweden's exclusive **Aston Martin**, **Cadillac** and **Corvette** dealership), **Porsche Sweden**, and **Toyota Sweden** to name a few. Impressive. Oh well, guess a wrap is a great to keep your options!





## 1941 WILLYS COUPE WITH A WILD PAINTJOB

Another one back by popular demand! This amazing rod took the punters by storm at the 64th *Detroit Autorama* last year. **Alan Smart's** photos in *Torqueback 26* garnered a lot of attention and feedback so we're going back for a closer look. We also managed to source some sequential pics of how this car came to be.

Custom painters could study **Tony Vesuto's** straight axle Gasser-style **Willys** coupe for a lesson on '60s inspired panel and lace painting—a trip back in time for anyone who remembers seeing this style on quarter-mile warriors 60-plus years ago. Tony started this project to build the car he wanted and to capture the Gasser or Street Freak trends from those days. We'd say he nailed it. Competing for attention is the **Chevy 350** with a **Dyers** blower and dual four-barrels with stacks. The drag car interior includes a **TEA's Design** bench seat, full cage, and Moon gauges. Tony added a heater, air, power windows, and a tilt wheel. Rear 31x18.50 **Mickey Thompsons** are mounted on billet five-spokes.

— extract from [www.freep.com](http://www.freep.com)









## 1970 PLYMOUTH BARRACUDA

One clever combo of wrap and paint. Is this split-personality ride the Most Famous Muscle Car that Never Existed?

When **Tim Wellborn** was a kid, he accompanied his father during a trip to the local **Dodge** dealership in Alabama, to trade in a used 1967 **Charger** for a new 1970 model. While at the dealership, he came across a copy of the **Rapid Transit System** brochure his father had picked up. **Plymouth** had put out the brochure to target the high-performance end of the muscle car community, and it drew attention to Plymouth's hottest models as well as accessories to make them even hotter. "Anybody can offer a car," teased the brochure. "Only Plymouth offers a system."

A particular picture in the brochure threw young Tim for a loop. Before his eyes was a 'Cuda striped with 25 colours of paint, plus a wheelie bar, zoomie headers, a rollbar, and drag racing slicks. It was unlike any car he'd ever seen. Made quite an impression on him.

Four decades later, Tim and his wife **Pam** opened the **Wellborn Muscle Car Museum** in Alexander City, Alabama. His collection of muscle car info, specifically Chrysler/Plymouth/Dodge literature and brochures, had grown during the years, only to be rivalled by his collection of **Mopar** muscle cars.

While going through his archives, he came across an original copy of that Rapid Transit System brochure that caught his eye all those years ago. He turned to page 11 and was again entranced by the **Hemi** 1970 Plymouth **Barracuda** and the one-of-kind striped paint scheme. While experiencing a vivid sense of déjà vu, he wondered, had it ever been built?

Not long after rediscovering the brochure, Tim set out to see if a real version had ever been produced by Plymouth. His research revealed it had not, and to date no one else had built one either.

"That was about to change," he says now.

Tim and Pam put a plan in place to find a 1970 'Cuda worthy of being transformed into an exact duplicate of the one in the Rapid Transit System brochure, including the period-correct speed parts.

Their search for a solid, rust-free car ended in July 2016 when **The Bomb Factory** discovered a pristine example in a New Orleans warehouse. It had been hidden away for two decades and still had the original drivetrain. The 'Cuda was in fantastic shape and the perfect candidate for the project. It was taken to The Bomb Factory's resto shop in New Orleans for the transformation. **Charles Handler** and **Trey Hansen** agreed to take on the task of doing the hands-on work for their new **History Channel** program **Big Easy Motors**.

Working behind the scenes, museum mechanic **Daniel Boshears** was summoned to get the 'Cuda up and running. After working his magic the Mopar was purring, even though it had sat idle for nearly 20 years.

Working with Handler and Hansen, a plan was created to preserve the original sheetmetal and trim. The 25-color paint scheme would be applied using a process to protect the car's original surface. Tim also wanted to make sure that any work done on the car wouldn't prevent it from being returned to its factory-correct state.

A white plastic automobile body wrap was applied, then used as a basecoat layer much like a painted body sealer. The wrap was applied only to the passenger side of the car using the peak of the Shaker hood as the dividing line. Even the original black vinyl top took on the white body wrap.

Next, each of the 25 colours was applied one at a time with a special paint product formulated by **BASF** and the **RM** brand. A black tape stripe covers the seam break line where the colours meet.

The look is clean and professional, amazing to see in person, and even more so when you realize that under all those colours is the undisturbed Ivy Green (EF8) factory finish, protected by the body wrap.

Sticking with the plan to not alter the original 'Cuda meant that all of the additional items had to be installed in a way to allow them to be removed without damaging the sheetmetal, trim, or paint. It is amazing to see the wheelie bar, four-tube header exhaust, and passenger-side half-rollbar installed in a non-intrusive manner.

The 'Cuda was not originally equipped with the Shaker hood option. It was added and the original hood stowed away for safe keeping. The front grille was cleaned up and given a fresh coat of paint. Under the hood is the car's numbers-matching 383 V8, backed by a four-speed transmission with Pistol-Grip shifter.

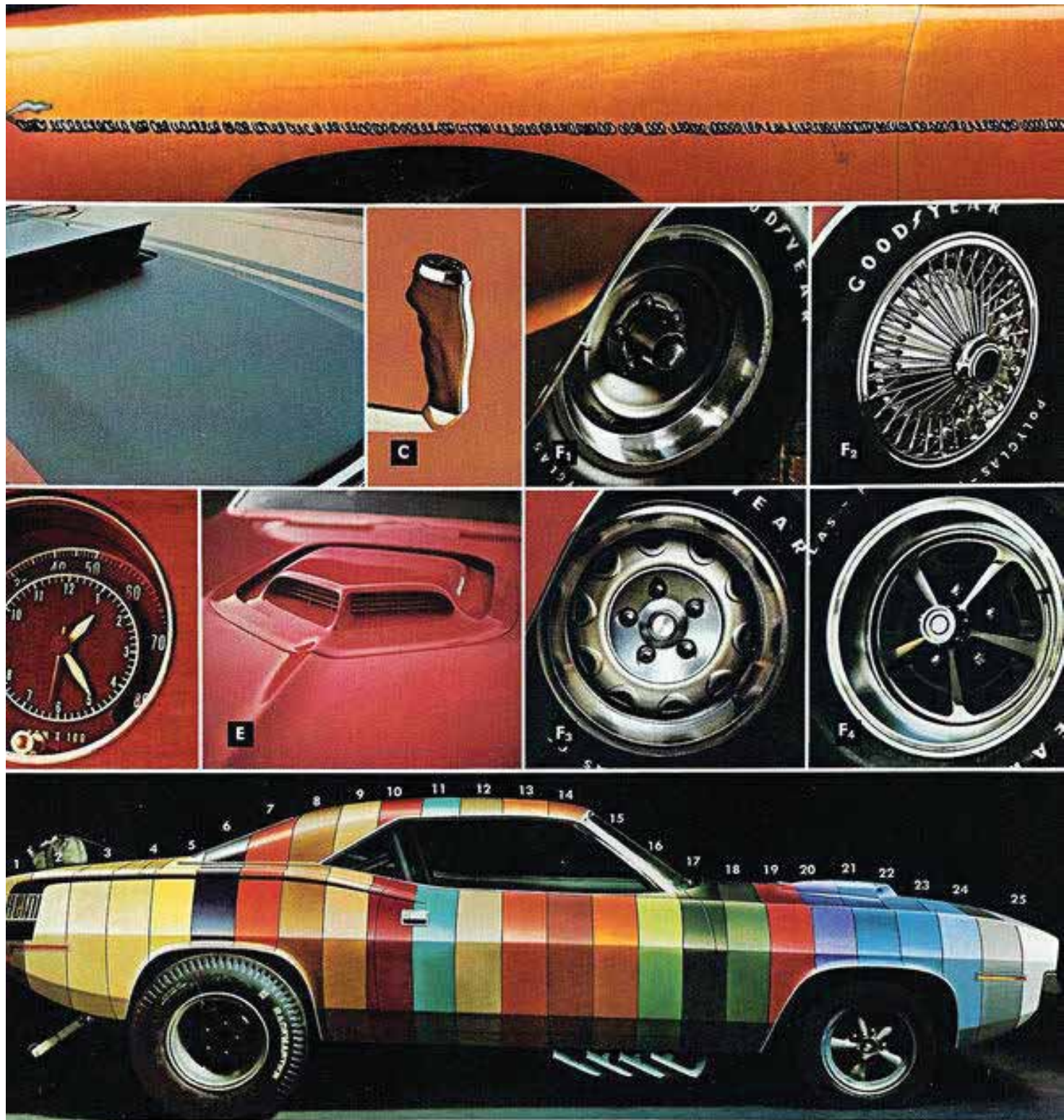
"Seeing this car become reality, with that wild, psychedelic paint scheme and drag-car stance, is just surreal," Tim says. "It's possibly the most famous car never built. Pam and I are excited to add it to our muscle car collection, and it's going to be a hit at the museum."

The car's transformation will be featured on TV later this year on **Big Easy Motors**, and Tim plans to display the 'Cuda at the next **SEMA Show** in Las Vegas, followed by **MCACN** in Chicago.

— extract from **Mopar Muscle** magazine







## Options and Interiors. Performance alone does not a Supercar make.

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**B. Air Grabber.** Available on Road Runner and GTX. Flip a switch, the trap door on the hood opens, and the engine breathes cool, oxygen-charged air. It's good for about a tenth of a second in the quarter. Note the flat-black hood striping, also available on either car.

**C. Shifters.** On 4-speed cars, our Pistol Grip shift handle allows you to really put the arm to the ol' Hurst. On auto 'Cudas, our Slap Stik shifter lets you shift manually, 1-2-3, without overshooting

"2" range. The result in either case is fewer missed shifts, lower et's. Besides, they look tough and the girls dig 'em.

**D. Tachometers.** No 4-speed car should be without one of our big, readable, dash-mounted tachs. They're handy on automatic cars, too.

**E. I.Q.E.C.A.G.** Otherwise known as Incredible Quivering Exposed Cold Air Grabber, which is the through-hood induction system that's standard on Hemi-'Cudas, available on 440 6-bbl. 'Cudas. Because it's attached directly to the engine, it shakes and quakes with every lode of the cam. Rumpa-rumpa-rumpa...

### F. Wheels and Wheel Covers.

1. Fury Road Wheel. Standard on all Sport Fury GTs. 15" x 6".
2. Wire Wheel Cover. Available on 'Cudas, Road Runners and GTXs with 14" wheels; all Dusters.
3. Rallye Wheel. Available in 14" x 5½" std. on Duster 340i and 15" x 7" on 'Cuda, Road Runner and GTX.
4. Deluxe Road Wheel. Available in 14" x 5½" on 'Cuda 383 and 440 Road Runner and GTX.

**G. Colors.** Latest West Coast flavors. See chart at right for availability.









## GEORGE AND SUZI GONIS

Hello there fellow **Chrysler** enthusiasts!

I have been a member of the **CCCSA** for over five years.

My Chrysler history started out with our family car: a blue '68 **VE Valiant** which we all learned to drive in on the family wheat farm near Gawler.

My dad worked at Chrysler in the early days before becoming a train driver and farmer.

My first Chrysler was a one owner black '65 **AP6 Valiant Regal** which I somehow convinced my dad needed an engine rebuild with a **Direct Connection** performance rebuild package. Boy, then did it boogie!

During my college days I purchased an **AP5 Push Button Regal** that I painted myself and then sold.

My then girlfriend – now wife, **Suzi** – also had a childhood history with Valiants... A match made in Chrysler heaven!

She also learned to drive in her family Valiant. So when my dad's friend offered to sell us his one owner, pristine, blue **VF Regal** we jumped at it!

We were excited to be have these one owner, beautiful beasts.

Then the Chrysler bug spread. We purchased a **AP6 Wayfairer** ute that I used to deliver wheat bags to anyone and everyone who had chickens to feed! It was an awesome workhorse.

After becoming parents of two daughters, **Christina** and **Sofia** my "mid-life" Chrysler came along in a 1970 purple **Dodge Challenger**.

At a 2013 **Gawler Swap Meet** I found a 1972 **Dodge Power Wagon**, which is a 360 4x4 I use for olive picking on the farm.

Recently we purchased a '72 **VH Charger** for my wife from a fellow club member which is now in the process of a full restoration.

At the club I have met a lot of great people which have become good friends. I also really enjoy the club events and meetings. A highlight for our whole family is **All Chrysler Day** which I think is an outstanding event – and a great showcase of what us Adelaidians usually have locked away in their garages. An ongoing well done to the **ACD** committee.

Also, **Dave** does an excellent job with the magazine which we look forward to every edition!

See you all at the next meeting or cruise!

– **George & Suzi Gonis**





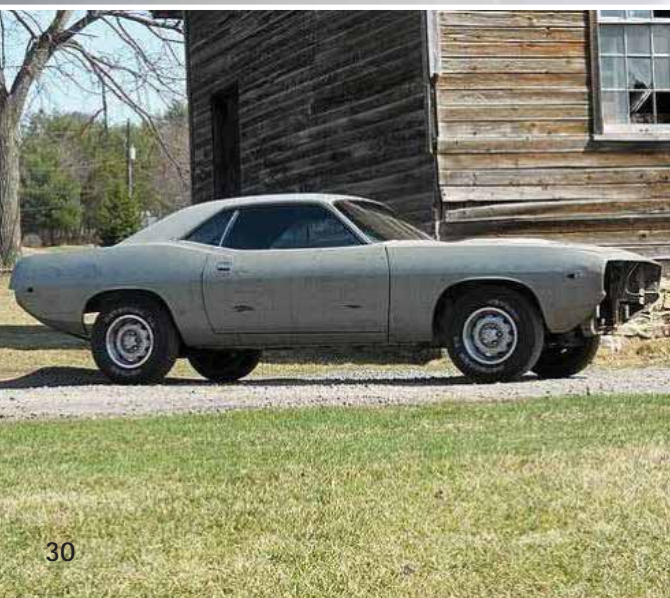
# George and Suzi Gonis











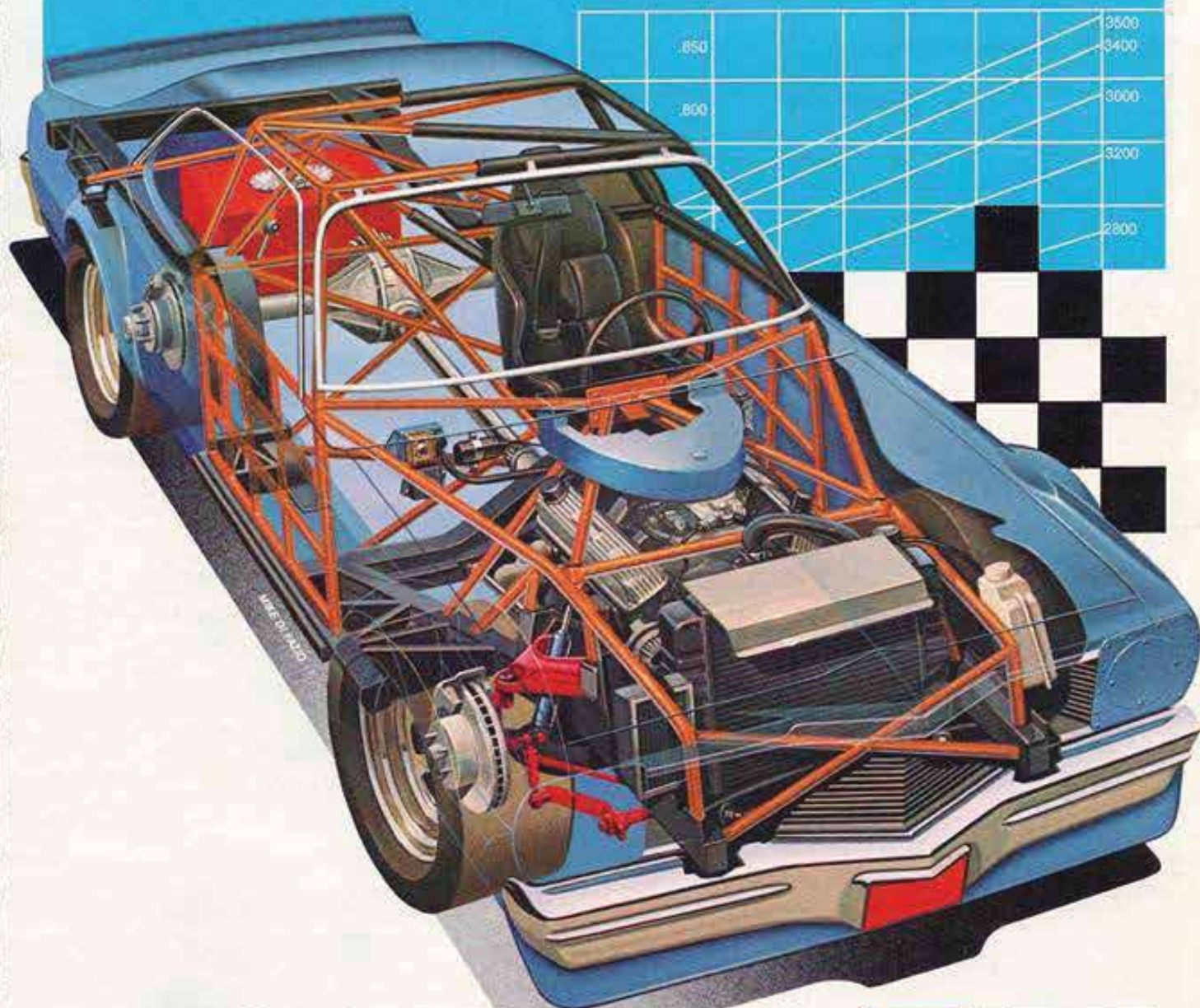






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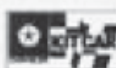
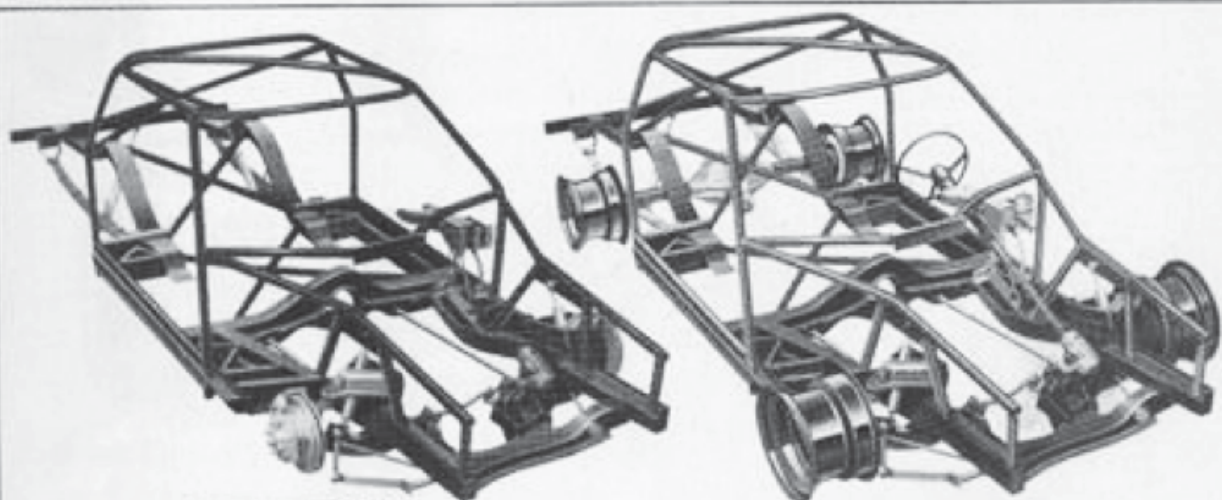




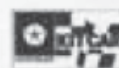


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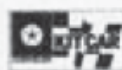
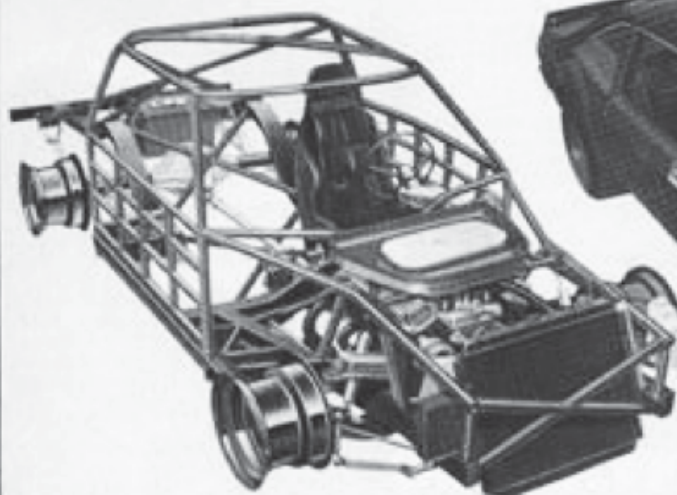
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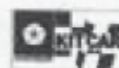
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## 1974 PLYMOUTH BARRACUDA TEMPLATE

This 1974 Plymouth Barracuda may appear to just be one of the countless unfinished project cars out there, but it is actually the original tooling proof used by Plymouth to produce the Cuda. It is a miracle that the tags have not been swapped out and the body fitted in place of a rusty donor. That's not saying that there haven't been a few build attempts, but the car remains unscathed. We found it on eBay with bidding at \$7,600 reserve not met.

If you look closely you can make out the grid and markings used during production. Usually these bodies were destroyed after their purpose was fulfilled, but somehow this one escaped the factory. It was shipped to **Dick Landy** to be used as a drag racer. Dick sent it off to be acid dipped, but in the meantime found the **Dart** he was looking for. The **Cuda** was forgotten and ended up sitting in the corner of **Val Chem's** shop.

A year later a **Chrysler** employee was looking for a donor to build his dream Cuda. He ended up finding this body and started piecing it together. Family events and health problems halted his plans and he ended up selling the car to a

friend who parked it. There is sat until just last year when the next owner decided that the car deserved to be returned to how it left the factory. He actually stripped off many of the parts that had been added.

This Cuda should be no stranger to **Mopar** fans. It went to auction through **Mecum** where it did not meet reserve at \$20,000 and it was also recently featured in **Mopar Muscle** magazine. It will be interesting to see what eventually becomes of this special car. The current seller believes that it is a piece of muscle car history and should go into a museum, but we can help but wonder if the third build attempt may be a charm.





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## THE MOST EXPENSIVE MOPAR EVER?

No one wanted these back in '71. Bet they think differently now.

Reportedly, this is the world's most expensive **Mopar** muscle car – a 1971 **Plymouth Barracuda Hemi Convertible** that sold on auction for USD \$3.5 million.

Earlier this year, this blue Cuda softtop crossed the **Mecum Auction** block at the **CenturyLink Field Event Center** in Seattle, West Virginia in front of a packed house. After 8 minutes of dramatic bidding, this beautifully kept original – said to be the only numbers-matching 4-speed Hemi Cuda convertible in existence – achieved an astounding \$3,500,000 selling price. Solidifying itself as the world's most expensive Mopar and the highest price ever paid for a '71 Hemi Barracuda Convertible at public auction.

As popular as the 1970 Plymouth Barracuda and 'Cuda were, (50,617 cars sold) buyers went AWOL in 1971, when **Chrysler** sold just 16,159. Of those, 108 were Hemi Cuda coupes and 11 were Hemi Cuda convertibles. Only two of the convertibles were sold with 4-speeds. This blue car is one of the them

The car, which was restored in 2000, has an interesting provenance. Once owned by **Broom Hilda** cartoonist **Russell Meyers**, it was sold to its next owner for \$250,000. It was later confiscated in a drug raid and subsequently sold at auction for \$405,000. That owner traded it to the auction house for a number of **Corvettes**.

Visually, it's all business, with painted steelies, a shaker hood, and hood pins. Fiscally, it's now big business, having set a new bar for Mopar Muscle. That said, another car pulled an even higher bid at the same auction—an **L88 Corvette** that went unsold after hitting \$3.7 million.

But this just became the most expensive Mopar ever sold at auction.

– extract from **Mopar Muscle** magazine







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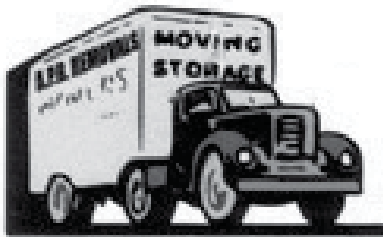


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### DAD'S ARMY

#### National Military Museum – 28th August 2016

When we received a letter from the **National Military Museum** earlier this year asking for their support in relocating their collection, we decided the best way to do this would be to run a cruise with the Museum as the destination.

So it was that 15 cars met up at Welland Plaza on a fine Sunday morning to make the drive out to Edinburgh. We were met at the Museum by another two members making 17 cars in total. They were good enough to let us all park on the lawns which made a great mini-display of our Chrysler products.

The Museum has a great display of old military vehicles (including a couple of Dodges) and paraphernalia that we spent a couple of hours looking through. They also have the largest collection of military radios in Australia. We were amazed at the size and weight of some of the equipment the early infantrymen had to cart around – compared with the size of mobile phones today. One thing that stuck in my mind was the ammunition cart that used to hitch to a horse and the driver sat on top of all those explosives – bugger that!

After looking through the collection we had a lovely picnic lunch in the grounds before making our separate ways home. The museum is well worth a visit if you're ever out that way.

– Iain





### MIDSTATE MOPARS AND THE MOPAR NATIONALS

The Central Victorian Chrysler Club (CVCC) was formed in June 2005 as a social club. It all really started by chance when one Chrysler enthusiast got talking to another and well, you know how it goes. The club today is around 70 members strong and represent nearly all types of the Chrysler automobile family.

The CVCC have now run its 10th Annual *Midstate Mopars* across the Queen's Birthday Long weekend in June. Originally only a static car display around one of the Bendigo's lakes, it has now grown into a whole weekend and community event. With cruises, a motorkana, swap sites, and dinners all concluding in the show-and-shine on the Sunday, smack bang in the middle of Bendigo. Car enthusiasts from far and wide come to the event to show off and enjoy the weekend. Midstate MOPAR's have had every state and territory represented in over the past 10 years and from as far as we know everyone has been happy and wanting to come back for more.

Not content with this, the CVCC also support the running of the *Mopar Nationals*... A MOPAR only drag event!

The Mopar Nationals is always held on the first Saturday in December (December 3 in 2016). It was originally ran at **Calder Park Raceway** (2011, 2012) under the guidance of **Mopar / Chrysler Australia** and ProStock legend (world record holder) **Lee Bektash**, however the event was nearly lost when Calder closed its doors in 2013. A chance conversation between Lee Bektash and **Russell Clarke** – the owner of **Heathcote Park Raceway (HPR)** and another Mopar enthusiast – saw the decision to move the event to its new home at HPR just outside Bendigo. It was a huge risk to move the event inland, however there was little other choice.

One benefit of it now being more inland is it is closer to our SA and NSW Mopar families who have actually supported the move in great numbers since. 2013 in particular was a huge success – with many new and unseen Mopars heading to the drags to either race or be shown. Over 130 Mopars were there to enjoy the day. The event continued to grow in 2014 (despite the rain across the state) with similar numbers, and then again in 2015 (despite the searing heat) we still had record numbers in both the drags and the show.

The event is run as a Test&Tune and Show&shine for all make and models of the Chrysler/MOPAR Family. Many are first time racers, others are season veterans. The day is relaxed, casual and stress free. It is a MOPAR Family Funday that has already seen nearly every state being represented on the day – a truly MOPAR National event with prizes for all to be won. The day culminates with a Chicago shoot out for the MOPAR players to see who takes home the tile of "MOPAR Nationals Champion!" (Currently held by the **Bergamin Brothers** prepared *VH* coupe of **Bill Hondros** of South Australia).

Never been drag racing? Well, that's the whole idea of the event. We have three simple rules; 1. Meet new friends and MOPAR Family, 2. Have Fun, and 3. Go home happy!

Head to [www.facebook.com/MoparNationals](http://www.facebook.com/MoparNationals) to find heaps of photo's videos and action from previous events and across the world and we will see you at Heathcote Park Raceway ..... Bring on the 3rd of December!

– Tim White









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## TEAM MOPAR MAKE HISTORY WITH AUSTRALIAN CHAMPIONSHIP

It has long been one of the most popular cars in the Pro Stock paddock, but Lee Bektash's Team Mopar Australia machine is fast becoming one of the most successful too, with the Victorian driver securing the 2016 400 Thunder Championship at the Winternationals in Queensland.

*"We didn't have it all our own way, the Winternationals wasn't the perfect event for us by any means but the result is certainly the one that we are after," said Bektash.*

*"This year's championship was not an easy one to win and I think I am even more proud that we did it with two local guys spearheading our operation with both engine and chassis tuning in Paul 'Plucka' Drady and Tony Corosio. I can't say enough about the entire Team Mopar Australia crew for putting absolutely everything into making sure we achieved the very best result possible – and we did it!*

*"This is not something you can do on your own, it's about the team and the effort they have put in deserves this sort of result.*

*"I must also say well done Aaron Tremayne on the event win too, he did a great as usual and he added another trophy to the cabinet, it would have been nice to do both but I'll take the championship for sure."*

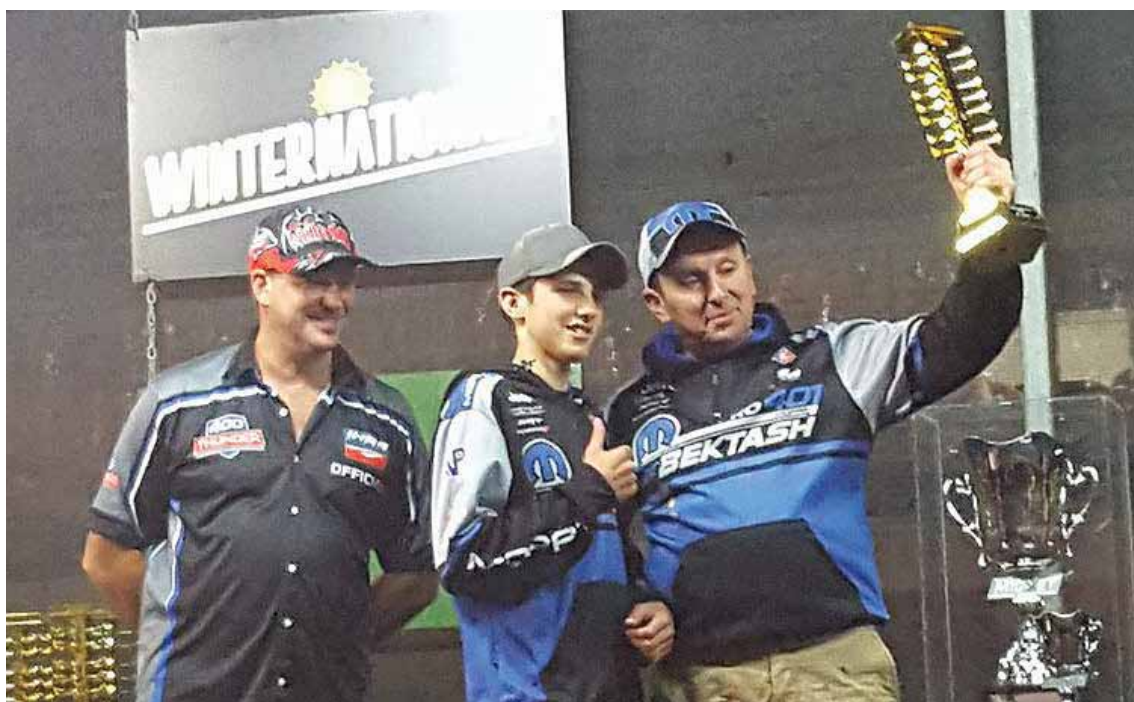
Bektash acknowledges that it has taken some time to emulate his success in the *Sportsman* ranks in the *Pro Stock* category – which is widely regarded as the mostly tightly contested bracket in professional drag racing.

From the outset of his *Pro Stock* career, Bektash has been supported by **Mopar Australia**, a partner that has been a pillar of his team's performance.

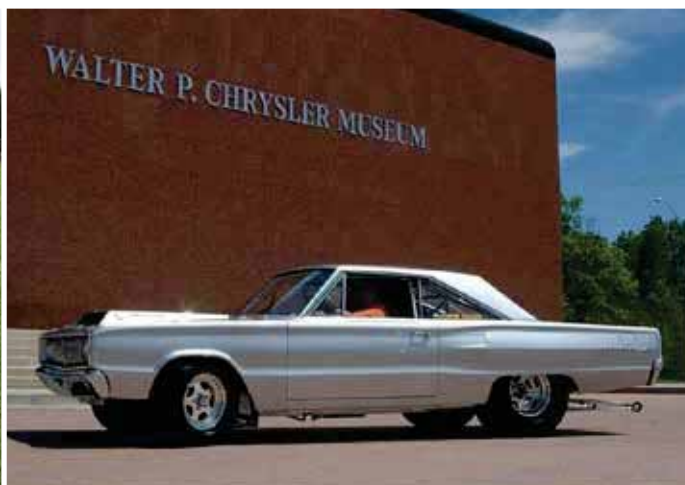
*"This championship is for us but it's also for the Team Mopar Australia crew, they have been a part of journey from the start and this is for them and all of our supporters."*

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– Press Release from Lee Bektash Racing







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# valley of the dinosaurs

## CRUISE ON STREET PARTY, TANUNDA

WITH THE BAROSSA VALLEY RODDERS

Well writing an article for an event that happened in January and it is now October is really going to test the memory.

But I do recall meeting **Robert Ormsby** at the clubrooms. We waited around for a bit but most people had gone straight to the event. We did catch up with **Jason Rowley** at a meeting point that he had organised with the **Sporting Car Club** at Munno Parra shopping centre. A better turnout than what we had but none the less in all about 8 cars all cruised up through One Tree Hill along the back way to Gawler then the Barossa.

As usual getting a park is difficult at the best of times but we managed somewhere pretty close to the street party. As always the event draws the crowds and a lot of good looking rides. For those that have seen the pics I posted on the club's Facebook page back then would agree there are some awesome rides. It is great

to see that the rodding fraternity have put use to the **Hemi** in its old **Gen1** format and the new **Gen3** 6.1L. There is always the quirky out there and none more so than the **Morris 1100** complete with loaded roof rack and HSV (Hydraulic Suspended Vehicle) which of course broke when leaving the party and looking weird with one front wheel in the air. But always great rides and lots of street machines and to name few would be the chopped **Chrysler Royal**, blue blown Hemi rod, gorgeous **New Yorker** and that tough black **VC**.

My favourite was the aubergine coloured rod with the massive low profile wheels. I know I'll be going again so hopefully will see as many of our members there.

— **Damian**



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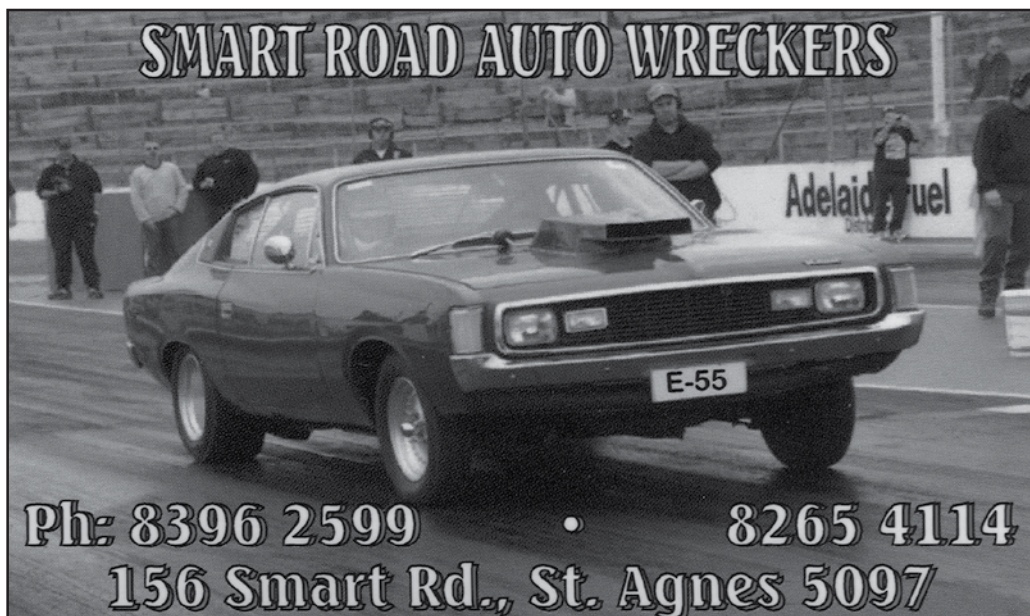
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It has been operating from Chrysler Road, Lonsdale for over twenty-five years. Owner and proprietor **Russell Jones** says *"no job is too big or too small"* and his mission is to *"exceed his customer's expectations"*.

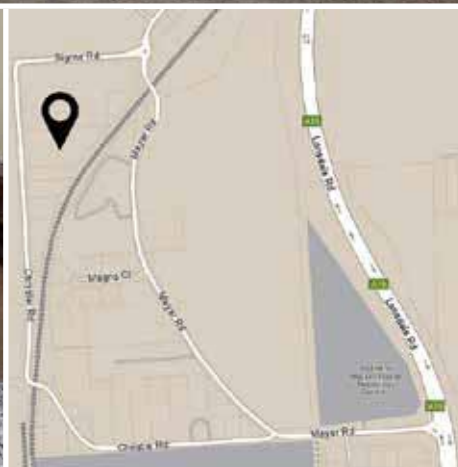
He advises the work is of a high quality but is provided at competitive rates, within a reasonable time frame. Russell is keen to work with customers to fit within their budgets and desired outcomes. It can be a show job or a quick tidy up. It's all about what the customer wants.

The workshop is well fitted out to cater for the requirements of classic car restoration, being equipped with a low bake, down draught spray booth oven. Russell has many contacts in the business and is happy to refer you to other companies which he trusts for upholstery, mechanical repairs, wheels or tyres. Russell has restored and resprayed the bodies of numerous types of classic vehicles over the years. One of the more recent ones being a **Chrysler Regal CM** model and a **Charger**.

Check out his **Facebook** page - **Lonsdale Paint Panel and Restoration** to view detailed photos of his repair and paint work. There are also lots of detailed pics of fabrication work and the entire restoration process.

Call by or phone Russell to obtain a quote. He provides a friendly, reliable service and can provide a loan car if required. Open weekdays and Saturday mornings.

Russell can be contacted at **Units 1 & 2, 9 Chrysler Road, 5160 Lonsdale**, Ph. **(08) 8326 8822** or **0411 968 682**.



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CK Sedan;  
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International Truck;  
Dodge Truck  
– **Mick Zerk: 0427 249070**

1980 Chrysler Lancer GL Liftback  
2nd owner. Red, 1.6l 95,000km only on clock  
– **Angus Matheson: 0428 070 988**

Chrysler Newport 1966 2 door hardtop 383.  
White exterior, red interior. Full original car,  
\$18,000 neg  
– **Jarrold: 0447 805 724**

### CARS WANTED

Rambler Hornet 72-73  
sedan interior or complete wreck  
– **Pas: 0412 717 176**

VH to CL ute. Good clean body (minimum rust)  
Doesn't matter if incomplete etc.  
– **Dave Neven: asrneven@bigpond.com;**  
**info@federationpaintstripping.com.au**

### PARTS FOR SALE

VF Interior sunvisors;  
VF Hardtop rear tail-light surrounds;  
VF fuel flip caps (x2)  
– **Chris Taylor: 0407 393 788**

3x VE valiant std rims 14" - \$60;  
L & R engine mounts for VE VF  
new in packets \$40  
– **Rob: 458 355 500**

VH 4 door 770 V8 in bits, \$5000 ono  
– **Matt: 0402 830 624**

Wrecking VK Ranger sedan  
– **Anthony: 0418 822 611**

Wrecking AP-CM Valiants (sorry, no specific  
Charger/Pacer/Hardtop parts)  
– **John Eckermann: 0419 146 294**

Gregory's Workshop Manual #78 (VF)  
in good condition  
– **Parry: 08 7509 3053**

### PARTS WANTED

GC/GD Galant bonnet with little/no rust; GD  
left hand indicator; GD left hand chrome  
eyebrow; GD left hand guard; GD grille  
– **Iain: 0417 802 474**

Charger 4 speed tailshaft, LH mirror, pedal  
box (manual), boot lid, CL seats, ROH mags,  
plenum chamber (all for CL charger)  
– **Suzannah 0421 899 704**

RHS (drivers) window winder mechanism for  
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– **Steve De Wit: 0418 176 473**

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## MODEL OR SCULPTURE?



American artist **Shannon Goff** was born in Detroit, a trigger for her lifelong interest in the evolution of transportation. This sculpture she calls *"Miles to Empty"* was inspired by and based on her grandfather's 1979 Lincoln Continental Mark V. A full-size reproduction of the car in cardboard and paper – this sculpture is her most ambitious project to date.





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Event	Date/Time	Location
Sunday Lunch Cruise	Sunday October 23, 12 noon	Adelaide Hills <i>Meet at the Victoria Hotel South Rd O'Halloran Hill 1030am for an 11am depart.</i>
Coast FM Open Day <i>CCCSA will be displaying cars again this year at the Coast FM Open Day. Volunteers wanted to display cars. Contact the club phone if interested.</i>	Sunday October 30, 10am	Naldera St, Glandore
Maker Faire <i>Come along and have a look at the Tonsley precinct. A group of members will have their cars on display on the day. <a href="https://www.makerfaireadelaide.com/">https://www.makerfaireadelaide.com/</a></i>	Sunday November 6, 10am	Tonsley Precinct
CCCSA November 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday November 8, 7:30 pm	Sporting Car Club of SA
Lunch Cruise to Show Block Wines	Sunday November 13, 9am	Show Block Wines
Adelaide Motorsport Festival <i>CCCSA will again be displaying vehicles at this event. You need to register by 30th September by going to <a href="http://www.adelaidemotorsportfestival.com.au/display">http://www.adelaidemotorsportfestival.com.au/display</a></i>	Sunday November 20, 7:30am	Victoria Park Race Course
CCCSA Family Xmas Picnic	Sunday November 27 10am	Clarendon Oval
Mopar Nationals <i>Contact the CVCC; for info <a href="https://www.facebook.com/MoparNationals">facebook.com/MoparNationals</a></i>	Saturday December 3rd	Heathcote Park Raceway, Bendigo VIC
CCCSA Xmas Weekend <i>Cruise to Renmark with Dinner at Renmark Club and overnight stay.</i>	Saturday December 10	Renmark SA
CCCSA December 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday December 13 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon

For more info and any other events check the calendar on the club's website at [www.cccsa.net.au](http://www.cccsa.net.au), the club's Facebook page at [facebook/chryslerclubofsa](https://www.facebook.com/chryslerclubofsa), or your mobile for any official texts from Damian.

## AGAIN - MODEL OR SCULPTURE?



This is the "Brickpony" – at Indianapolis Motor Speedway back in September to celebrate the 40th anniversary of the Mustang Club of America.

Yes, there's no question this 1964 Ford Mustang made of Lego is remarkable. From a distance, it could easily pass for a well-kept but oddly matte-finished vintage Mustang. Up close, it looks like you've been transported to an alternate lo-res reality. It's astoundingly good. But it is hiding a secret.

That secret? It's not all Lego – there's an aluminum chassis under there! OK, not that big a deal really, but for some reason I always assumed these massive Lego structures were pure, uncut Lego.

There's no shortage of Lego in there – of the 1712 pounds that the Mustang weighs, 960 pounds are Lego bricks (and Duplo bricks, too, which surprised me a bit) and the chassis takes up the remaining 752 pounds. The level of detail is staggering – look at the Mustang horse and badge there! The headlights and taillights work, and they've rigged it to play horn and engine sounds. The details like the wipers and indicators and trim bits are really remarkable.

I'm not sure exactly what it is about colossal Lego sculptures that are so satisfying to look at, but they are. I'm hoping the next one they try will be drivable. On actual Lego tyres!

I'm pretty sure this is how Volvo built their styling models in the '70s!



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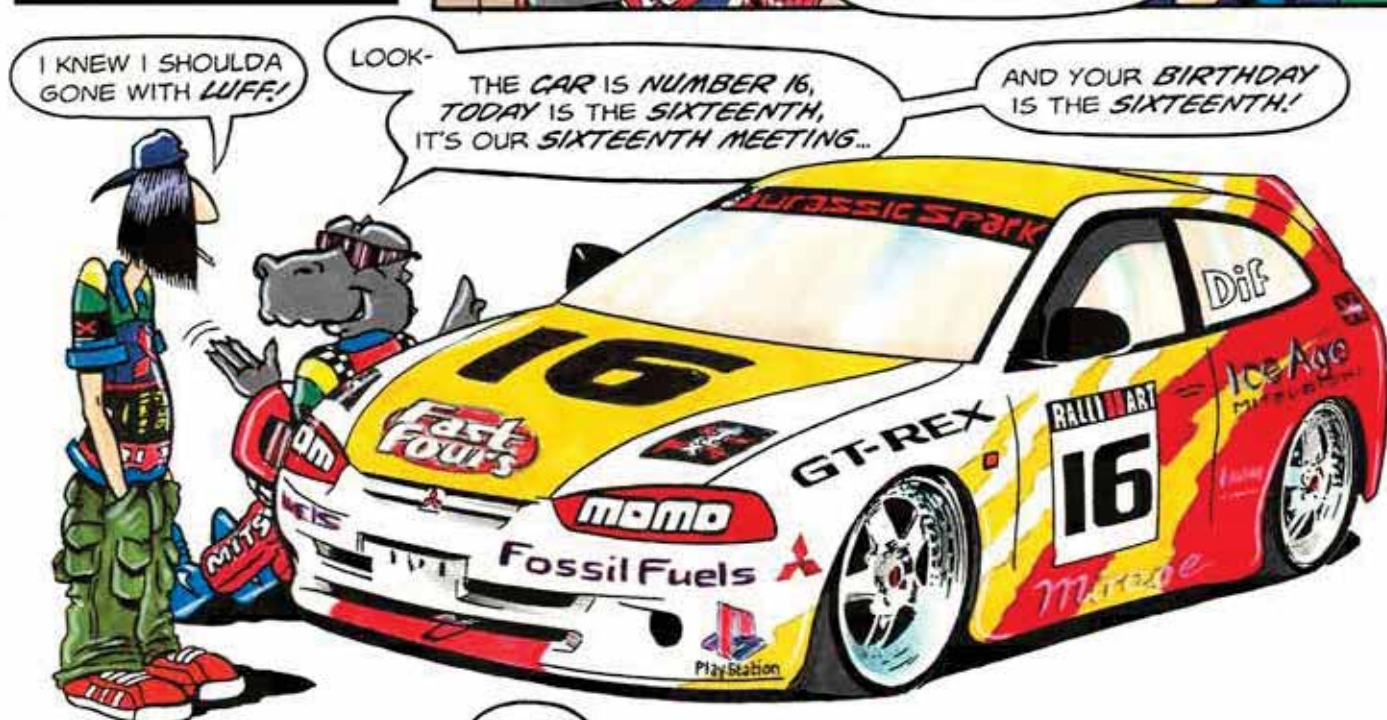
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