



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**ADELAIDE
CHRYSLER
FESTIVAL
2017**



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Mary Heath
Lesley Little
Cass Hill
Damian Tripodi
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Daniel Carlin
Peter Diamantakiou
Iain Carlin
Andrew Lax
Dave Hocking
Andy Miller
Charles Lee
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Ingrid Matschke
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Alan Williamson
BE Creative
Christine Wright
Monique Cody
Horespower Crew
David Hope
Andy Junek
Neale Kohne
Dave Stockbridge

Contributors

John Leach
Damian Tripodi
Iain Carlin
Jason Rowley
Luke Balzan
Hugh Mortimer

Source
Street Machine

Enquiries

Club Mobile
0412 426 360

www.cccsa.net.au

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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

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2017 ADELAIDE CHRYSLER FESTIVAL SPECIAL

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G'day. Welcome to the 2017 *Adelaide Chrysler Festival* (have to get used to saying that) special pictorial edition of **Torqueback**. A souvenir of this year's show weekend as well as a record of the CCCSA's activity since xmas. Hope you enjoyed the first newly named *ACF* (have to get used to that too) and that this issue, number 29, preserves some good memories for you – as it has for me.

Unfortunately, my long weekend off to enjoy the *Bearmobile* came to quite a sudden and premature finish before it even got started, up at the **National Motor Museum** at Birdwood on the Friday cruise. Luckily, I had some good mates around me like **Dave Hocking**, **Chris Hastwell**, **Stuart Croser**, **Iain Carlin** and **Charles Lee** who actually do happen to know what they are doing – and then a very patient 'family doctor' in **Andy Miller**, to help both me and my hippo get home safely... eventually.

Despite all that, I still enjoyed the weekend and I think the *ACF* went well. Spectator numbers were down a little with the start of the footy season, but overall we had more entrants and takings were as good as previous years – even though there were quite a few new concessions put into place (such as free entry for members) this year. While I suspect the show might be levelling off in many ways, that's not necessarily a bad thing – as it continues to be a smooth yet robust operation, and a major calendar event all around Oz. Not just for **Mopar** folks either, but car lovers of all persuasions everywhere. And online we even attract interest from all over the world! (Along with the US naturally, we have a growing following in Scandinavia believe it or not). Adelaide will always be the home of Mopar down under. We are the custodians, hey.

One of the weekend's highlights for me was the *meet 'n greet* on Friday night at the pub. Where I got to catch up with folks from interstate I've known for a long time – but mostly only virtually, online (at **Hemi6Pack** and now **Facebook**).

It was great to finally meet some top blokes (and potential lunatics) from the mighty **Charger Club of WA** – like **Andrew (Laxy)**, **Layne** the prez, **Bruce**, **Wayne**, **Benton** and **Tom** over from the West. It's a long way to come so we thank you guys for making the effort. After **John Whelan**'s fascinating lecture, it

was Tom who asked the following three questions – which I promised Laxy I'd put in the magazine here now. So here you go guys.

"Was it true the factory knocked off the suspension nipples at the the factory prior to shipping? Yes they did, but it wasn't done to be malicious, it was done because the dealers and after-market servicemen would grease them, introducing dust and dirt into the system making the suspension components fail. Knocking off the nipples prevented them from doing that. These days most suspension parts are sealed and can't be greased."

"Were warranty engines that were deemed too hard to deal with (that is, on a Friday arvo) given a sledghammer and chucked over the back fence?"

A note from Iain to answer this –
"...my father was a maintenance foreman in the Lonsdale foundry and when I mentioned this to him he said that nothing was ever wasted. Engines that failed or weren't up to spec were returned to Lonsdale, stripped of the non-ferrous parts and put back through the furnace to make more parts. He recalls stacks of engines along the Lonsdale train line waiting to be smelted back down."

"And if cars were left unprotected over a weekend and developed surface rust by Monday, were they just sprayed over as per normal?"
All panels were all coated with an oily protective film that was only removed just before the car was painted – so even if they were left over the weekend, there wouldn't have been rust forming on the panels as a result.

It was also good to see **Chris McMasters** and his dad again over from Central Victoria. They were my neighbours at the motel when I first went to Albury a few *COTMs* back – and well, we had a few beers in the carpark each night. And it was really good to meet **Mick** and **Bec Ryan** in their *Drifter* up from Launceston. It blew my mind to discover that they are actually neighbours of a mate and client of mine. Freaky – it's a small world.

It's almost like catching up with family and friends at xmas – like I couldn't believe Chris is now married and has a new baby since I last saw him! So we hope all of our guests from interstate and country SA felt welcome and enjoyed the Adelaide Chrysler Festival.

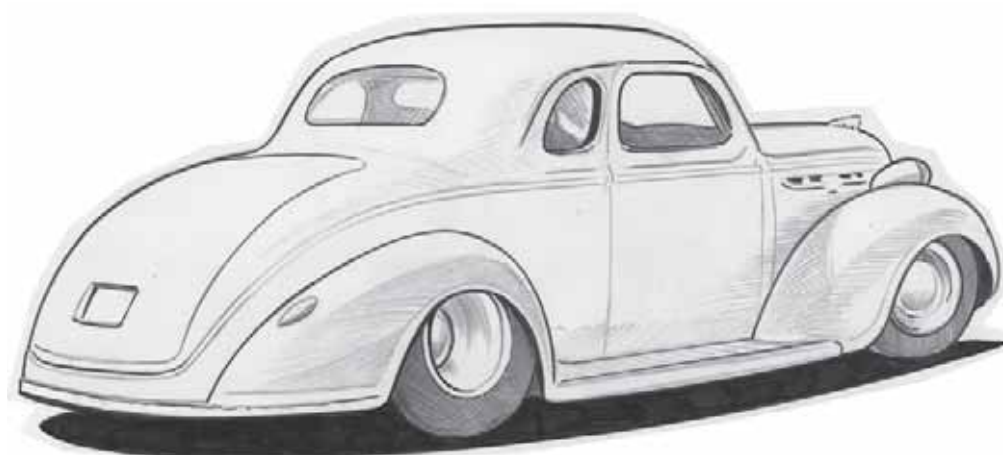


Another highlight of the weekend for mine showday were the displays of the **Bergaminn brothers** and **Rob Evans** – although of course I must confess I'm biased to hardtops. Both these entries were cruelly only a smidgeon away from being awarded a trophy (it's the sponsors not the club that select trophies), but nevertheless they left a huge impression on everyone I spoke to. And one other particular car that really caught my attention was the VC of **Frank Nivacchi**. Now I normally don't look at VCs, so I know absolutely nothing about them. But Frank's mint old **Val** stopped me in my tracks – no wonder it recently starred in **Street Machine** magazine.

In closing, I'd like to sincerely thank all of the contributing photographers to what is our biggest issue each year. I really appreciate them generously donating their photographs to make this special edition all come together. Their names (too numerous to mention here) are listed to the left over the page. Some are professionals, so please check them out on the net and see if they have a shot of your ride to purchase as an original hardcopy print. Without them we probably would have no magazine.

Finally, I'd also like to give a shout out to all of our generous sponsors whose names grace the trophies awarded to the cars featured in this issue. Remember, please support the people who support our club. And ultimately, help us to preserve and maintain the Mopar banner under which we all stand. Without them we probably would have no club.

– Dave H



So I'm honoured to have been asked to do this year's *Show N' Shine* poster for **SMASA**. This is a prep drawing of a '38 **Plymouth** coupe, but as it turns out it's not going to make the final cut so I can show it here.



Well, the cold is starting to close in and we are getting to that slow part of the year where our loved ones do not get to see as much of the daylight (our metal loved ones that is!).

There has been many events over the last few months, but the biggest was the **Adelaide Chrysler Festival**. For its inaugural year, the term Adelaide Chrysler Festival (ACF) seems to have caught on quite quickly and is a great indication as to what the event has grown into – from the single day show and shine of old, to a three-day weekend of **Moparing** events!

I had a very enjoyable day on the Friday taking the big orange **Jaffa** wagon up to Birdwood with 17 or so other **Chryslers**. I have not been the way the route took us before so that was something different for me (thanks **Charles Lee**). Probably not as enjoyable if you did not have brakes on your car though (hey Mr Editor?). The Saturday

MegaCruise was once again well attended with 210 cars mustering on Urrbrae oval for the start. It was much better visually seeing all the cars in one place and it also made it easier to get everyone to go off on the cruise at virtually the same time.

Numbers on the **All Chrysler Day** itself were not as good as we have had in the past, with a bit under 200 cars displayed on the oval. Good to see 16 modern Mopars entered and a bigger selection of 'not so show condition' survivor vehicles out and about. It would be good to build those numbers in coming years to keep the interest building – particularly the moderns.

Mo-Parking is proving more and more popular each year, we estimate around 120 cars used the facility across the day. This would seem to indicate that people are less interested in spending the whole day putting their car on show. Something we maybe need to start taking into account more, as people have less time on their hands.

Thank you to the sub-committee, **Lesley, Charles, Hugh, John, Chris, Di, Evan, Dave, Damian, Rick, Greg** and **Matt** for all your hard work in the 12 months leading up to the show. Thanks to those who volunteered on the day and to our sponsors, without whom ACF would not happen. My personal thanks to **Peter Hearne** who assisted me with organising trophies and judging this year.

Finally – yet importantly, a particular thanks once again to **Jason Rowley** for the tireless work he does in leading the team.

By now, everyone knows about the proposed changes to **Conditional Registration**. Latest news is that the government are on track to have a single scheme covering all vehicles over 30 years old that are **STREET LEGAL**.

The requirement for clubs to make determinations on eligibility, periodic inspections and statutory declarations is going to be removed, making administration much simpler from the clubs' perspective. It is long awaited great news for owners of **LEGALLY MODIFIED** vehicles. Let's hope the thing goes through as proposed ready for the July 1st this year!

In the meantime, we have to operate under what we know until the changes are locked in. That means we are still holding our annual membership and inspection day for one more year at least.

Great news is that **Renewal SA** have come the party and have made holding our membership day at the old Chrysler factory at Tonsley Park a reality.

So, get on down to Tonsley between 9am and 3pm on Sunday 18th July to renew your membership and have your logbook stamped.

Bring your classic Chrysler for a chance to drive it under the Main Assembly Building canopy and possibly take a couple of snaps of it too (who knows, maybe for the last time).

Till next time....keep it Mopar!

– Iain



"Then and Now", Father and son...When Matthew Clavell paired up his 300C with his dad's Ape, their dynamic duo of bugcatchers caused a major sensation at All Chrysler Day!



Hi all! It's time again for my Dialog.

WOW what a start to the year! A new venue where you can have drinks and dinner before the meeting starts, along with a door prize and raffles drawn on the night which adds to the evening. The start of a new era.

In January, a group of members gathered at **Welland Plaza** and headed over to **Elizabeth AutoBarn** where we were greeted by **Rick Saxon**, who had organised for their vehicles to be displayed in the car parking area. Then later that month a few of us met at **Sheidow Park Hungry Jack's** to join all the others from up north, before cruising on down to Moana for an enjoyable meal at the fantastic **Deep Blue Cafe** by the sea.

In February we all gathered in Todd Street at Port Adelaide where we filled the lane with many **Chryslers**. Quite a few on-lookers were reminiscing on how "they used to own/drive a valiant like that one..." The **Port Dock Brewery** had a band playing in the background and served some great meals, while the weather was perfect for displaying our vehicles – an enjoyable day had by all.

In early March a few of us packed a change of clothes and headed off to Geelong for **Chryslers by the Bay**. We were warmly welcomed by some of their members who attended our **ACD** a few years previous. Later in March, we joined in with the **Pontiac Club** for a joint-cruise to Rapid Bay. It was a great get-together, with perfect weather

and a gentle breeze coming off the ocean while we cooked our chops and snags on their barbeque. It was such a lovely day and I'm looking forward to the next outing **Damian** arranges with them.

Then of course we held our **Adelaide Chrysler Festival** at the end of March. Friday was a good run to the **Birdwood Museum** with a barbie for lunch, while Friday night was a very interesting 'meet and greet' at the **Tonsley Hotel**, featuring some ex **CAL** Engineers delivering a very enlightening presentation. The **MegaCruise** on Saturday night was well attended, and then the Sunday show and shine was a great display of "old and new" which was our theme this year. I would like to thank **John Taliouridis** for displaying his **Dodge Hellcat** which came in for a lot of attention. Also a big thankyou to **Adrien Brien Chrysler Jeep** for their display of new Chrysler vehicles in the centre of the oval – along with all the other sponsors. Although the weather was very hot it didn't stop the **Mopar** enthusiast attending on the day.

At the start of April some members booked in to hear **Alan Jones** speak at **Serafino Winery** in McLaren Vale – and all reports say it was a good meal along with a very informative talk. On one Sunday we met at **Foodland McLaren Vale** and headed off to the **Classic and Vintage**, cruising along the main road where a large crowd lined the street to view a procession of many and varied vehicles. We then enjoyed what was another



successful day at **Angrove Winery** – taking in the view, sunshine and sipping on a few vinos.

April 30 just gone was the **Volunteer Dinner** at the **Tonsley Hotel** for everyone who helped make the **ACF** a great and enjoyable day for all. And then coming up in June of course we have our annual **Membership Renewal and Historic Registration Day**, so stay tuned to the club website events calendar for information regarding dates, cruises and outings. A big thankyou to **Damian** for keeping us up to date with what's happening out there and organising some great runs.

That's all from us, and hope you had a good Easter.

Safe and happy motoring in your Mopars.

– Di



Following yet another successful cruise up to Birdwood, the CCCSA might be looking to further establish a much closer relationship with the National Motor Museum's collection. Stay tuned...

ACF WEEKEND OVERVIEW

In a nutshell, it was a successful Adelaide Chrysler Festival 2017 run and won!

First, my sincere thanks to the hard-working **ACF sub-committee**, who did so much of the planning, and to the 30 plus volunteers who made it work over the three days of the by now, well-established **Adelaide Chrysler Festival**.

Getting back to core business

The committee kicked off the year's planning with a group discussion on *the purpose of our Chrysler weekend* (which at that time had yet to be given an official title).

We made changes this year, to simplify a little and concentrate on 'core business' – which is surely that everyone there – including the officials – enjoy themselves, safely.

One of the goals was to give a little back to community groups, sponsors and other small businesses. We felt we could outsource non-core activities, and not be worried so much about making every last cent. As long as we had a good time and the books finished in the black, that was to be OK.

'Chryslers Then and Now' - linking past and future

Key themes from the discussion were that we should recognise the great history of all the **Chrysler** brands (remember **Dodge's** centenary celebration?) and also that modern families with younger kids connect more with the modern **Mopar** halo cars or daily driven **Dodges** – so we may need to connect the dots for them.

Our experiences as kids shape the pursuits we choose in later life, and what the kids enjoy in their formative years has a strong influence later. I had my own unique hook of once being a passenger in a slightly older relative's **Charger**, overtaking five cars down the short hill into Inglewood...

But I see the active participation of the **Hearn, Brown** and **Hastwell** families, for example – having fun in the process – as a critical step to sustaining a viable Chrysler club culture. We should all be proud of the great cars we drive, and enjoy the social side of the **CCCSA**. We must continue to find ways to engage the next generations to appreciate, and seek to one day be custodians of, these icons.

It was equally important to provide more relevance for our Principal Sponsor **Adrian Brien CJD**, so huge thanks to **Rick McLoughlin** and his team for making their modern Chryslers display happen this year.

Even if they did bring a **Fiat**. At least it was sporty and red!

Great design and consistent branding

Critical for event promotion (so I am led to believe) is having both an iconic design and a consistent brand message. The club is extremely lucky to have **Dave Heinrich** on board for great print and web design (a **300C** Woody convertible with Moon caps? Sheer genius! Build that!).

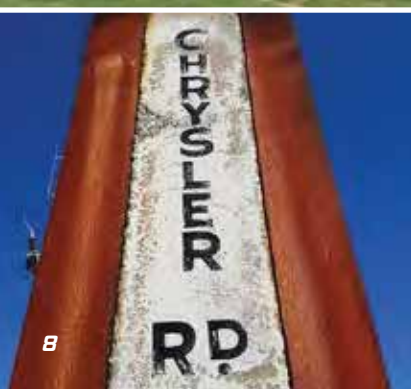
As the brand is established, we are now very aware of brand consistency. Social media tempts just to 'bang it out there', spread the news, but it's a challenge to do it with the same message / image / colour scheme / font that says *"we're all behind this"* – but I believe we are really starting to kick goals.

Continued page 9





A reunion of the engineering staff at CAL. Left to right: **Chris Mather** (Engine Design & Development – Lonsdale, Detroit: 1967-72); **Bob Burke** (Project Engineer, Manager – Lonsdale, Tonsley Park: 1969-84); **Robin Schliebs** (Mechanical Design Engineer – Lonsdale, Tonsley Park: 1966-72); **Bill Chinnick** (Stylist / Designer – Tonsley Park, Detroit: 1969-70s); **John Ellis** (Factory Race Team Manager; Lonsdale, Tonsley Park, Europe: 1968 – 72); **Roger Carroll** (Engine Development Engineer, Lonsdale: 1970s); **Ian Turich** (Experimental, Resident Engineering, Export Liaison; Finsbury, Lonsdale, Detroit: 1971 – 75); **Doug Potts** (Engine Electrical & Fuel Systems – Lonsdale: 1970s); and our guest speaker **John Whelan** (Design Engineer – Lonsdale, Tonsley Park, Europe: 1967-79)





Friday cruise – history at the National Motor Museum

Thanks to **Charles** and **Marilyn Lee** for putting this day tour together by liaising with **Bruno** at the **National Motor Museum**, Birdwood.

A great scenic run, displaying our cars on the **NMM** parklands, followed by a huge BBQ lunch cooked by 'the team' amidst all sorts of (SA) motoring history – including at least a dozen juicy Chrysler exhibits vintage and classic.

Our interstate visitors from Tassie took their *Drifter* van along and really enjoyed the day. I have a special memory of the ex-factory race Charger, but there are many great things to see. I actually took some time to look around!

While you may have visited before, be aware the NMM is always finding ways to diversify their future displays and is planning something really special with assistance from GM Holden, so watch that space!

Friday night – the history and innovation of CAL in SA

I was really pleased our traditional *Meet-and-Greet* night at the **Chrysler Bar** evolved yet again from Dave's out-of-the-box *Bear Metal* art show last year to a **CAL** guest speaker and staff reunion this year. **Lesley Little** had suggested a guest speaker, which we had considered before, but had not

brought to reality. I knew this year's *Then and Now* theme perfectly suited ex-CAL engineer **John Whelan**'s talk which some of us heard in 2012. Why? Because it was a great story which he agreed to re-tune for the night. His tale took us on a fascinating journey. Thanks again John.

John was raised in an Irish stone-walled, thatched-roof cottage, cooking by open fire, kero lanterns, and no running water. As a boy, John learned early electronics (valves) with his uncle before studying mechanical engineering at the **Dublin University**. (There's that theme again – 'what we enjoy as kids...')

He emigrated to Oz in 1967, joined CAL, was assigned to develop integrated air-conditioning, and ultimately lead the ELB project. This was an engine management system developed by CUS' spacecraft engineers, which would eventually use digital technology. There was even a connection with the latest VW emissions scandal. It really was a 'Then and Now' story, driving us from stone-age to space-age in 90 minutes!

Even better, John also rounded up a bunch of ol' Chrysler colleagues from back in the day. In turn, they all shared their favourite CAL memories with us which became a most unexpected and enjoyable viewing of the 'CAL History Channel'. I do hope to hear more from those gents at another opportunity soon.

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CCCSA
Entrants Choice
Andy Miller



CCCSA
Promoters Choice
Rob Kilgallon







Glow HCE
Sponsors Choice Survivor
John Eckermann



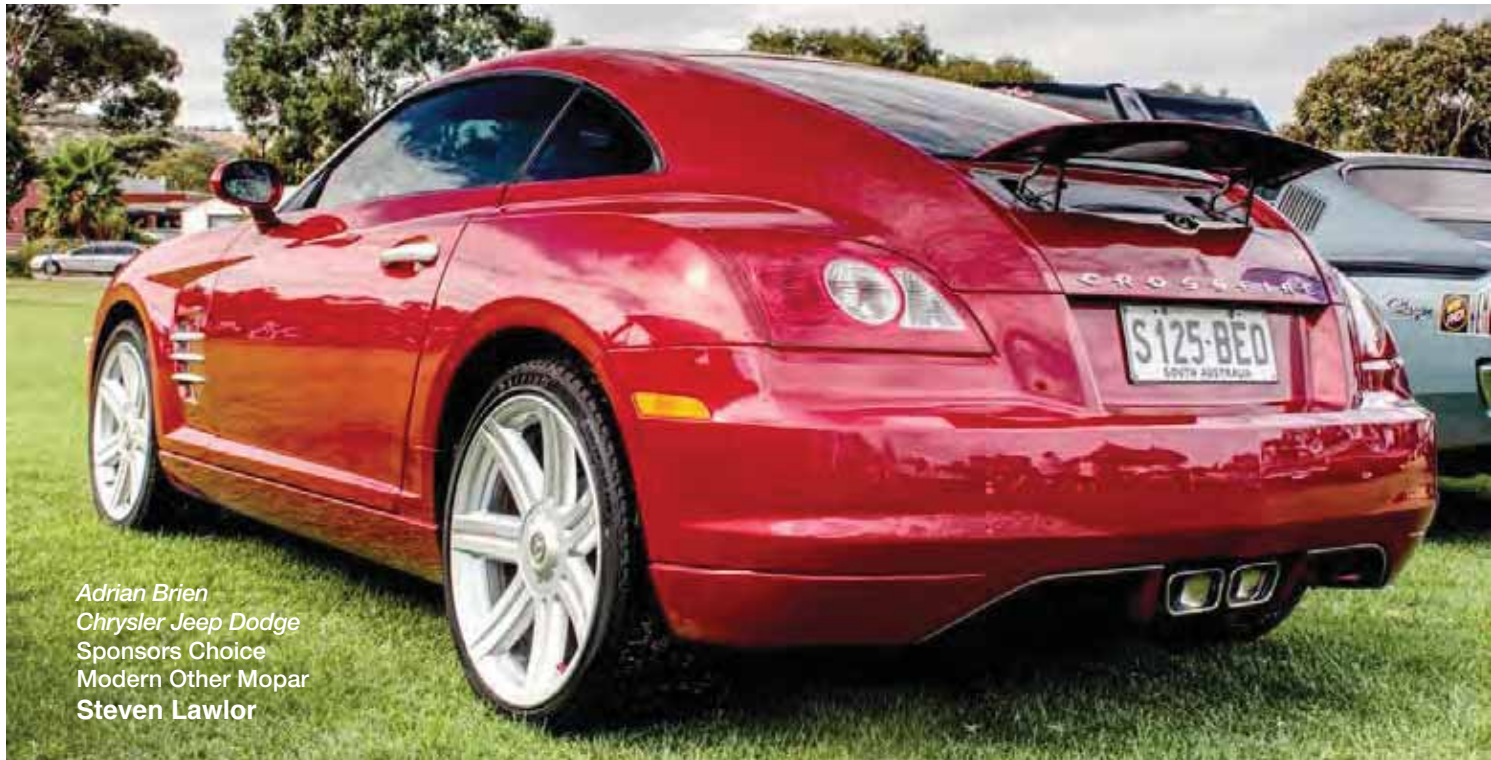
Glow HCE
Sponsors Choice Modern 300
Donna Brown



Brew Boys
Sponsors Choice PT Cruiser
Ashley Brown



Adrian Brien Chrysler Jeep Dodge
Sponsors Choice Modern Dodge
John Taliouridis



Adrian Brien
Chrysler Jeep Dodge
Sponsors Choice
Modern Other Mopar
Steven Lawlor



Willshire
Sponsors Choice R&S
Allan Pike



Lightforce
Sponsors Choice AP to VC
Frank Navacchi



Gtek Automotive Repairs
Sponsors Choice VE to VG
Tom Panousakis



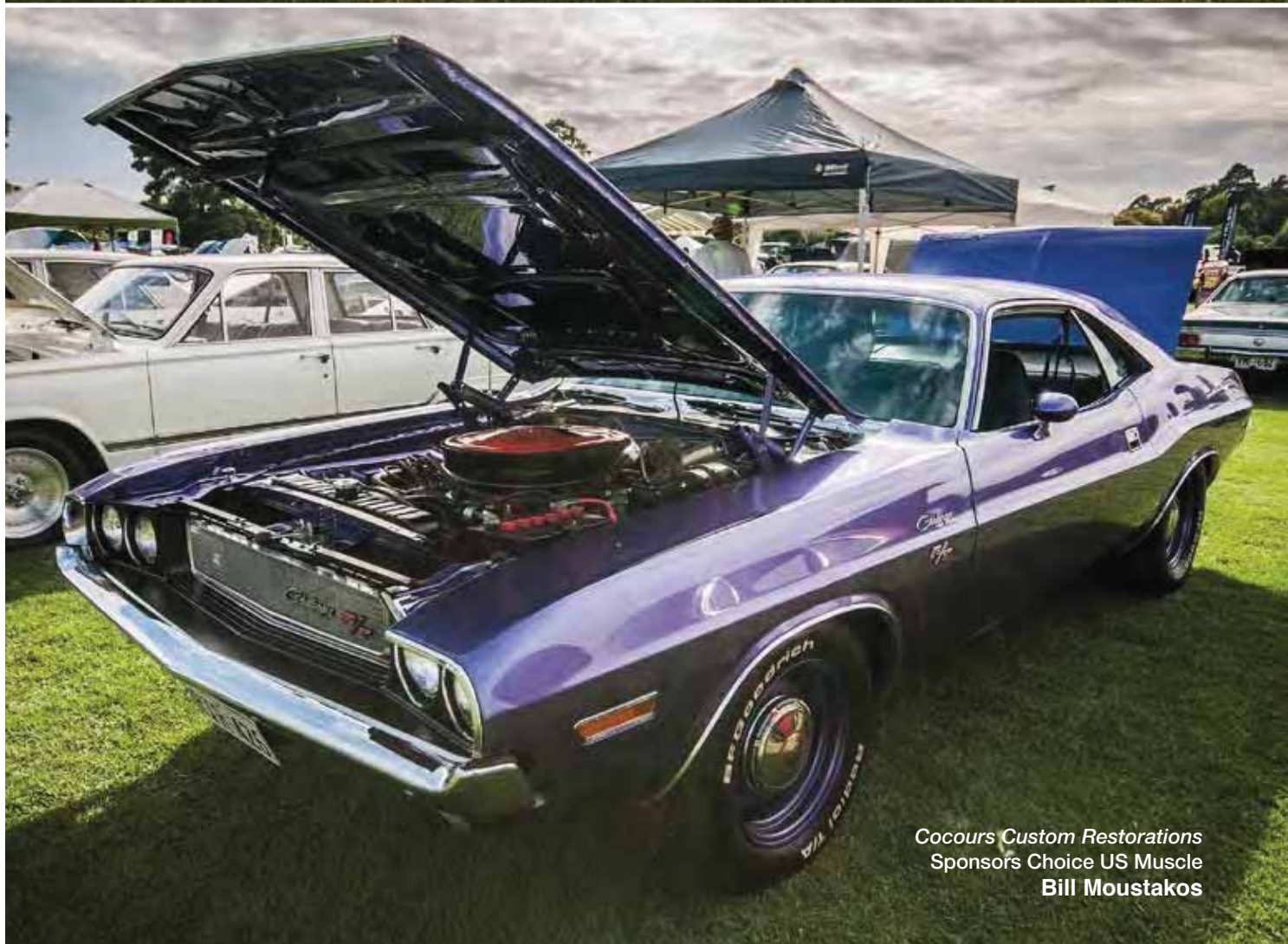
APR Removals
Sponsors Choice Best Big Body
Stan Livissianos



AMS Security
Sponsors Choice VH to VK
Ken Livingstone



Elko
Sponsors Choice CL to CM
Alan Perkins



Cocours Custom Restorations
Sponsors Choice US Muscle
Bill Moustakos



Barossa Valley Sound and Vision
Sponsors Choice US Classic
Stan Livissianos



Shannons
Sponsors Choice Pre 1954
Trevor Beythien



Shannons
Sponsors Choice 1954-1961
Terry Dunning

Motor Active
Clem Smith Trophy
Richard Peake



Elko
Sponsors Choice Pacer
Michael Yamas





Pat McGrath Plumbing
Sponsors Choice 4 Cylinder
Hristos Stathopolous



Show Block Wines
Sponsors Choice Classic Wagon / Ute / Van / Truck
Scott Carbone



CCCSA
Best Club Display
ANDRA



MetroWaste
Sponsors Choice Pimped Ride
Frank Nivacchi



CCCSA
Furtherest Distance Travelled
Mick Ryan (TAS)









LUKE BALZAN

So I guess I was always destined to become a Mopar guy...

On my dad's side long before I was born, when my grandparents moved to Australia from Malta, they initially bought an **FB Holden**. But they quickly saw the light and moved on to an **AP5** – and stayed in the **Valiant** camp ever since with one of dad's brothers working at **CAL** too. On mum's side, one of her brothers became the first in her family to have a car and a licence (in that order!) with a shining black Valiant **S**. Even my wife's grandparents had **Chryslers**, with both a **Centura** and a **VJ Charger** in the family. But I suppose my story begins when my dad bought his first car as a young apprentice aged 19. It was a brand new **GC Galant**, the first one painted in Desert Orange, and it soon became the family car. He was originally considering a **Charger** instead, but opted for the more family-friendly sedan, so the mighty Galant it was. Mum learned how to drive stick in that car, and it features prominently in their wedding film and honeymoon too.

Before long, I came along, and my brother and sister too. The Galant became the solid family companion undertaking daily drive activities and the odd family holiday as well. I was brought up working on the car, and remember long nights in the shed with dad, tinkering, servicing, and even doing full engine rebuilds, getting plenty of grease on my hands and my clothes, even as a five and six year old. With dad as a tradie, no job was too hard, and I really cut my teeth and developed my technical prowess from working on cars, including dad's Galant. Eventually, mum, who mostly drove the car, found the manual steering and clutch a bit much, and went for an updated version of the Galant, getting a '90s HJ model, which left the GC in limbo. But only until I decided to buy it from dad and bring it back to '70s condition. More on that shortly...

My personal car journey also began with a Galant, but not with dad's orange one... Like him though, I bought my first car at 19. And also like him, it was a GC Galant, but a rockin' Pampas Green one that was a little more pov than dad's, but very cool. I'd saved up enough cash from working at the back of a Baker's Delight while in uni, and man, I had some fun in that car! The light-weight four-speed packed a decent punch, and rear-wheel drive was more than enough fun for a young engineering student. I met my wife **Kathleen** in that car too, and I think she was secretly impressed the day we met, when she dropped me off at my car after I'd walked her to hers, and I popped the hood and reconnected some ignition components I'd removed for security purposes! I had the little Gal for five years, and when the offer for buying dad's GC came up, I couldn't say no. I ran the two cars for a while, mainly while doing a bit of resto work on dad's (didn't require much really, as she was a well-loved car). But with me having two cars, my brother having two cars (a **VW Beetle** he was restoring, plus his daily), my mum's car and my dad's dailies, something had to give – and once I'd finished putting the orange Galant back together, she became my sole car and continued life as a daily drive. Interestingly enough, you could say I'm part of a Galant family, since in addition to my GC and mum's HJ, dad has a 2001 **VR4** twin-turbo V6 Falcodore-frying Galant, and my bro has a **Mitsi 380**, which is just a re-badged last gen Galant, so at family gatherings we really have Galant city parked up the drive!

A few years later, I was married and continued to run the Galant most days, though she did get a bit of a rest for a couple of years when my wife's daily became the mainstay for us while we both worked in town. But then I got a job in the 'burbs, and the Gal became the daily once more, a strong and faithful companion. The engine may be only 1.6L (a bit under 100 cubes in the old money!), but with 100HP on tap, two-barrel carb, a tidy overdrive and only weighing about 900kg, she does alright! Until I turn on the factory air-con, that is! The wheels are '70s chromies that dad got in the late '70s for doing a job for a mate, and the pin-striping is actually from the sports-pack version of the model after mine, the GD. Completing the package is an **Aunger** rear-louvre, and she's otherwise as Chrysler intended back in 1975. And still great fun! It's nice having what is essentially a one-owner car, as I know everything that's happened, every service, every part change, and dad kept full service history, including fuel purchases, all the way back to 1975, which I think is pretty cool!

So how about the rest of my story... well, I joined the club a few years ago, wanting to get more involved in the classic car scene and wave the flag for the oft-forgotten Galants, and become a part of "something". I found the club welcoming, especially after coming along to a few events and cruises, and being a comparative youngster fitted well since I was driving the smallest Valiant-badged car there was! Being a club member certainly helped the build the urge to grow my car collection too; after working at my current job for a while, buying my house and finally building my dream four-car garage, I figured it was time to give the Galant a companion, and along came my 1969 numbers-matching **VF 770 318 Fireball V8**. I saw the ad, got the all-important pre-viewing permission to buy, and drove home in my new project, and she's sweet as! A very different car to the Galant, but just as much fun, and a barrel of laughs when you push the loud pedal! The VF was a family car most of its life, and has been well-looked after, with a few nicks and scratches from normal use. My aim is to restore her to factory original, and maybe make a few tweaks here and there (air-con will be nice!). First step is getting mechanicals up to my standard, and until I get that done (I have all the parts now!), it's only been short cruises and runs, but I did take her out to this year's ACF, which was fun! For me, it's more a matter of time, as my work sees me travelling overseas often, but I'll get there, and hopefully soon.

And what else is on the horizon? Well, I do hope that we get to see a bit more modern **Dodge** in Australia. I've had the chance to drive the new **Challenger** (just an *R/T*, not the *Hellcat*!) in the States, and it's an absolute hoot! I've driven all the modern ponies too, and I must say the Challenger is by far the best of them, and that's not just cos I'm a **Mopar** nut! I'm already starting to think about a mid-life crisis, and think a '69 **Roadrunner** or **GTX** would be nice, and so would a '90s **Viper**. Although as I'm only 36, the mid-life crisis might be a ways off yet! I think Kathleen may be getting a bit of the Mopar bug too, and she's growing on the idea of an **S** or an **AP5** or **6**, so who knows what the next addition will be? One thing's for sure, it'll definitely be a Mopar machine!

– Luke Balzan



Luke Balzan







It turned out way better than I could have hoped, I just can't imagine how we'll beat that for 2018.

Saturday – the setup and Australia's biggest Mopar Cruise

Due to 'ordinary' attendances at previous Saturday daytime events, and striving to *Keep-It-Simple*, we canned any morning or afternoon events this year. Instead, a bigger team set up at the school – made far easier by running the whole event on the oval, instead of using the school carpark for **Mopar MegaCruise**. Mind you, we could always do with more help, so please volunteer!

The Saturday night MegaCruise was well attended with over 220 Mopars at the start. Affected by weird heavy cloud, darkness fell early so many cars got to Lonsdale too late to see the CAL building signage as intended. Be assured, we will review the route and timing for 2018 MegaCruise.

Still, it was well supported as always, and apparently enjoyed by all – including more interstate visitors.

I feel we can still claim the MegaCruise as "Australia's biggest Chrysler Cruise" – and at least I got to cruise this year!

Sunday - is Showday

We made many small changes for 2017, intended to 'KISS'. A larger central Pentastar layout by **Chris Hastwell** looked fabulous from ground and air, but took some pulling together, especially with entrants turning up progressively until 9am. Review for 2018.

We took on board feedback about our rock-n-roll band, and it was refreshing instead to have radio **COAST FM** run a live broadcast with on-air advertising. Yes, balancing the volume levels with our PA was tricky, but now we have a heads-up for next year.

There was a great display with **ANDRA's** promotion truck by **Bergamin Brothers Racing** which had to be seen, heard and felt!

There were many great rides coming and going in MoParking, maybe 140 in total, it seems this is a set-up that works for many entrants, so we are investigating if it can expand again in 2018.

Despite outsourcing several non-core-activities (car park, drinks, cleaning), we need still more volunteers to make the event run smoothly, so each volunteer will then have less to do, and more time to enjoy themselves, safely. I, for one, would like to actually get around the 2018 show and see some cars.

I encourage you (and your next generation, if you have them), to be involved next year! Please contact the Club phone or any committee member! Keep on Mopar-ing!

– Jason



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CLEM SMITH

Not too long ago in March 2015 we suddenly had to say goodbye to the great Leo Geoghegan, and sadly we've now lost another icon of the Australian Mopar community.

The CCCSA wishes to express its condolences to the family and friends of the late great Mr Clem Smith. A pioneer and visionary, Clem was a great friend and supporter of our club. Endorsed by his family, the Best Valiant Charger trophy awarded at each of our All Chrysler Days will now be named the Clem Smith Trophy in his honour.



The South Australian motor racing and car club community mourned the death of popular **Mallala Motorsport Park** owner and entrepreneur **Clem Smith** earlier this year. Clem was a respected associate of both the **CCCSA** and **CRCSA**.

He died peacefully on February 8 at age 90 – after enjoying a long life and career as a well respected **Chrysler** dealer, a fiercely competitive racecar driver and revered as the custodian of the historic Mallala racing car circuit – which he saved from oblivion.

A speedway driver at **Rowley Park Speedway** back in his youth, Smith was then a successful state circuit driver through several decades from the 1950s.

Clem purchased the 2.6km Mallala circuit in the mid-1970s and fought a court battle to get the former WW2 bomber air base recommissioned as a racing venue. **Keith Williams**, owner of **Surfers Paradise Raceway**, had a few years earlier built **Adelaide International Raceway** at the same time as owning Mallala. Williams consequently closed Mallala when AIR was being built and placed a covenant on the land prohibiting motor racing to be conducted in the future. When Smith purchased Mallala he managed to beat huge odds and overturn the covenant in a court case which set a legal precedent at the time. He then harboured his fine personal car collection there, highlighted by his beloved **Valiants**.

Smith then constantly reinvested profits from his car retail business into upgrading the circuit. And then during the **Bob Jane** fiasco he ensured we still had some kind of track to race our cars somewhere. He even kept a caravan on site where he would spend a large part of the week working, when he wasn't running his dealership yard in Adelaide.

Good mate **Glen Dix**, the former animated flag marshal at the **Adelaide Formula One Grand Prix** from 1985 to 1995, decided to put much of his spare time in retirement into over the past 25 years as a volunteer to help Smith maintain the circuit.

"I saw Clem race his first car (a **Terraplane** single-seater) down at **Sellicks Beach** in the early 1950s..." he recalled. "We were both members of the **Adelaide Sporting Car Club** and have done a lot together over the years..." Their efforts to ensure the boundaries had ploughed firebreaks meant the track narrowly missed being affected by the district's devastating grassfires in 2015.

The circuit will continue to honour bookings for the immediate future but its long-term viability could be threatened by the recently-announced, SA government supported, \$20 million circuit-hotel development at **Tailem Bend Motorsport Park**, 90km east of Adelaide.

Clem is remembered as a loyal and passionate man who was a recipient of an **Order of Australia Medal (OAM)** and his service to motorsport was also recognised with an **Australian Sports Medal**. Smith was a man of honour which was reflected in the avalanche of glowing tributes on social media channels. A top bloke. Vale.



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BAY CITY ROLLERS

This year we planned our annual holidays around the biggest interstate car shows... Geelong and Albury-Wodonga, with a bonus stopover at Phillip Island for a few days in between. So we didn't drive over with the other four cars from our club, deciding to go our own way



Our trip started with a break at Coonalpyn, sitting outside at the **Authentic Belgium Waffle** kiosk admiring the amazing art of **Guido Van Helton** across the road on the silos. Guido has created a masterwork of school children on the silos all along the Princess Highway and still has one left to go, currently in progress. Well worth the stop for to check out the artwork as well as some beautiful waffles if you're ever headed this way. Be warned the kiosk is only open at

certain times though. We then cruised on to Mount Gambier driving through some beautiful wine regions along the way and stayed overnight in the Southeast. Next morning on to Geelong, travelling some of the Great Ocean Road, visiting and sampling some awesome cheeses and wines along the way. Other members of our club stayed in Hamilton and did the tree walk on suspension bridges at the Otway Forest which they loved. Next day they left to get to Airey's Inlet **Lightkeepers Inn** approximately 45 minutes from Geelong on the coast – a beautiful spot. But we didn't catch up until the Sunday at the car show in Geelong.

Chryslers by the Bay is run by the **Bay City Chryslers Geelong** club. (Did you know that **Dave H** designed their club logo?). We met four diehards with their cars at the show itself – **Chris** and **Di Hatswell** in their **AP5**, **Damian Tripodi** in his **VH Charger**, **Stuart Croser** in his **VF VIP**, and **Rob** and **Jenny** in their **CL SLE**.

These four cars were as beautiful as anything else on the oval, flying our club flags and banners proudly – handing out brochures for our SA event. After we parked the cars on the oval in formation, we all had a good look around. All the vehicles were constantly changing as cars come and go off the oval. There were approximately 12 swapmeet sites with some of our members grabbing some real bargains. They also had event tees for sale to all and sundry.

On the Saturday a cruise was held around the peninsula from 2.30 which we didn't get involved in and do not know much about – except it's a sure thing for next year! Entry to the show on the Sunday is a gold coin donation to **Timbertop Grammar**

School. With over 200 cars, there was a great range of American classics, muscle and vintage cars. Plus a great display of Aussie classics throughout the years.

A great example of this was a green VH Charger with every mechanical modification possible, including a 524 big block. It was driven to and from the event – very impressive. Some of the other unusual cars were half a dozen **Simcas**. One with a 2.4 litre **Flathead** V8 which is the **Vedette**. Really brought back great memories for Chris Hastwell as he remembered working on them many years ago. Also included were a few custom **Valiants** and **Dodges** creeping into the mix. Another really cool set up was a 70s American police car with the passengers dressed up as state troopers to play the part. They even had sniffer dogs which were two little Dachshunds.

We asked the 'cops' "*why these dogs?*". They said they were used to check under the cars to see if the cars were a legal roadworthy height and these were one of the few dogs that could walk under the cars – amusing all that were listening.

Geelong Grammar School is a magnificent classic old building boasting tradition and culture, with a massive oval and grassed area. It appeared to be fake grass it was so perfect, but it was not. We came to the conclusion that each blade of grass must have been measured with a ruler and cut precisely to ensure it was all even.

So we all left the show very happy and all had a great relaxing day. We all met up again at Airey's Inlet for more wine and snacks with our fellow club members, before heading off for dinner at the **Gourmet Pizza Palace**. Take note; the **BEST PIZZAS EVER !!!** We spent a few hours eating, laughing, bench racing and emptying quite a few bottles of red, all at a reasonable price. A great night was had by all.

Monday was a relaxing day before the other club members drove home on the Tuesday. We went to a couple of antique warehouse markets in Geelong. They were really interesting and we have never seen markets like these before. We believe there were approximately a million different items in each of them. Also a visit to the **Little Creatures Brewery** was interesting, and well worth another visit for lunch with the club members next time.

Geelong is a beautiful old historic town with lots to explore and you could easily spend a few days there. The same weekend the local **MG** club hosted the **MG Nationals** there, so there were also quite a few MGs seen cruising around the streets.

– John Leach





BIGGEST IN THE SOUTHERN HEMISPHERE

Now on to Albury-Wodonga where we go to the mighty Chryslers on the Murray, via Phillip Island...



At Phillip Island on the Friday afternoon we watched some historic racing at the iconic Phillip Island racetrack. One of the categories had about 30 cars, which included four **Chargers**. The best finish of the Chargers was seventh, racing against all your favourite **Monaros**, **Toranas** and **Falcons**. Even a couple of **Ford Sierra** turbos – one of them went out with a spectacular engine failure (the rubber bands must've broke). This could be a good event to go to as a club.

On the Saturday morning we left to drive through the Yarra Valley, stopping at the little township of Violet, to check out the historical crash site of the two trains hitting head-on in February 1970. Nine people died and about 12 **Valiants** were destroyed – very sad. I had a quick look around for any spare parts perhaps left behind but came up empty handed.

We arrived in Albury/Wodonga at the **Gateway Lakes** gates approx 2pm where all **Chryslers** were cruising from to the **Ettamogah Pub**. What a wonderful sight, with at least 200 vehicles parked around the grounds. This year the spotlight was on panel vans and **R Series**. I counted ten panel vans, so if you have one look after it. The pub boasts cheap drinks; \$5 beer or spritzers, good music and great food. All up it was a great afternoon. A great place to visit if you've never been.

Saturday night we went to the seminar at the **SSSA** club. Unfortunately I missed **Rick Ehrenberg's** presentation, thinking it was on this night when it was actually on the Friday night. But I did hear **Geoff Sunderland**, a racing car driver from New Zealand with great stories. He still owns his race car. There was also **Eddie Ford** from **Restored Cars** and **David Kilderry**, the owner of the **Dandenong Drive-In** with lots of old movies and ads relating to Chrysler.

Sunday is always a fantastic day with lots happening, including swapmeets – some of them set up since the Friday before. A record number of 740 cars were registered for Sunday, including **Batman** and **Robin** in their Batmobile.

Our latest new sponsor **Elko Performance** had a big setup this year with lots to offer. They must have made thousands with the constant flow of people coming in and out, buying all sorts from their stand. The Dyno is always good entertainment with lots of cars passing over the rollers and high rev engines always making awesome background noise when you're walking around. There's plenty of food and drinks on offer, as well as kids rides and a regular is **Pinky** in his mini bus.

There is always some great stories to tell like the **Drifter CL** ute barn find on **EBay** where some bloke wanted \$30,000 for it. It was originally traded by its first owner for four new tyres to go on his **Commodore** in the 90s. This was a really good car to look at being untouched for so many years, and to be in such great original condition – quite remarkable really

Another unusual looking car was a 1978 white **Dodge Charger** with a hard luck story attached. The guy was on his way to the show following a truck when his car collided with a kangaroo, hitting the left hand front of the car and causing quite a lot of damage to the guard, door and front panel. These are not easy parts to find but he did keep driving and still put his car on display. Pretty gutsy really.

There was also a **CL** ute (featured in the 'Imagineering' issue of **Torqueback** a little while back) inspired by a guy's kids' love of their **Hot Wheels** toy cars, running a **Viper V10**.... ten long years in the making

COTM is a very exciting show and is a must to see and do if you have never been. It helps that it is such a beautiful part of Australia with lots more to see and do apart from the actual show.

The South Aussie cars on display were scattered and hard to spot. I saw about six to eight cars maybe. It was a bit disappointing considering we have over 300 club members and over 200 cars on club rego not to see a CCCSA banner flying. Both **CBTB** and **COTM** are really great events and very social, day and night. It would be great to see a big group of us go every year and have a great time there to show off our great South Aussie cars – and should not be left to the same people every year.

So come on all, join up and lets all organise a convoy for next year. We'll have a fabulous time. Don't be scared, you may even have fun !!!!!

– John Leach



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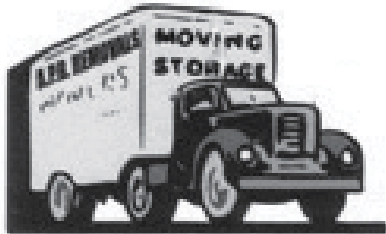
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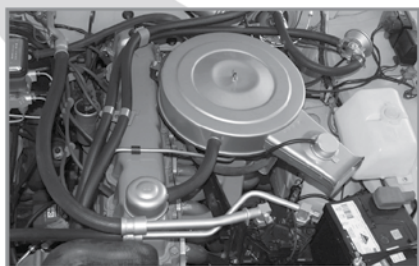
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DECEMBER 10-11, 2016

2016 Christmas Run to Renmark

I always thought that going to Renmark was a little long for a **CCCSA Christmas Run**, but in the end it was so good and enjoyable it actually went rather too quickly!

We started at our normal cruise off spot at Welland Plaza and basically headed out towards Port Wakefield Road before the Northern Expressway and then out to Truro, where we first stopped for a morning coffee and rest break. Coming into Truro we had a little accident with **Ingrid's** GoPro as it came off, flew past the passenger window of the **Cuda** and smashed on the road. The lesson learnt is that you make sure the GoPro is put on properly, and not while driving!

Coffee break over we were off to the **Overland Corner** for lunch, going through Waikerie and over the ferry. A great spot to have lunch and luckily the river level was high so it was quite a scene having so much water around the place. Even better when you have 14 cars cruising. And a great photo

opportunity with all of them together on the fringe of the water. We had the pleasure of a small history lesson from the publican on the hotel and its many uses in the past to what it is today.

Lunch over we were off to Renmark. I had a little side bet with **Jason** in that whoever had to put petrol in the car first had to buy the first round of drinks. Well, Jason got as far as Monash and had to put some gas in the **Challenger** to make the hotel. I arrived with still half a tank of gas in the **Cuda**. Dinner was at the **Renmark Club** with all you can eat.

The town seemed to turn on the festivities for us with a pageant, riverfront sideshows and bands playing. The Renmark Club was packed and they threw on a fireworks display as well. What a great weekend.

Could it get any better?

Well how about fireworks starting a fire in the palm trees that the local possums live in. Yes that's right, burning possums falling out the tree! Although none

where hurt seriously, it did take the CFS an hour to put the fire out and the sideshow rides had to stop for a while. Action packed night.

The next day some of us stayed a little longer and went past the scene from the previous night to find a palm tree that looked like a burnt match stick. Even got to see the **Challenger Hellcat** that belongs to one of our new members in the morning as well.

Coffee break done, we then went onto the **Wilkadine Woolshed** and the **Micro Brewery** just out of Renmark on the riverfront – to sit back, relax and enjoy what was a really good weekend for the club.

It's really pleasing to see new faces coming on events like this. I think it is up to all members to make the weekend as good as can be. I can't promise a burning bush like on this weekend again for our next Christmas run – but you never know!!!

– Damian



SATURDAY NOVEMBER 27, 2016

Last year's Childrens' Christmas Picnic 2016 was held on November 27th at the Clarendon Oval; a truly beautiful part of the southern hills region. About seventeen Chryslers and their families attended, plus a couple of non Mopars (more on that later).

All told, about fifty of us came along and set up in the modern pavilion, next to the barbeque and other facilities and from there, proceeded to enjoy the day. The kids found much to do, from playing on the oval and tennis courts to exploring the surrounding bushland, to getting up close and personal with the alpacas in the adjoining paddock. Thanks to all those who provided salads and who helped with the barbeque, completely not assisted by every fly in the district appearing out of nowhere. Thank goodness for the industrial strength insect repellent that someone brought along.

Santa came straight after lunch; riding in style in the back of a beautifully prepared **Dodge** ute and it was obvious he really appreciated the extra reindeer power. He was set up in the pavilion where all the kids' big and small got a present and a Christmas stocking. Santa did want to thank **Makayla** who substituted for his elves and **Chris** for providing the highly appropriate sleigh. I believe he, Santa and the Dodge were quite the celebrities when driving through Clarendon, too.

All told, a lovely day was had in all, except for one breakdown which the mechanics among us managed to get it going again. Not a **Chrysler** though; this was a modern **Holden**, which does reinforce the old saying; *"They don't make them like they used to!"* It's good to see this event, now in its third year, continuing to get bigger and better. Bring on 2017

– Hugh



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A large advertisement graphic for Elko Performance Parts. It features a stylized illustration of the company's building. On the left, a large sign reads 'ELKO PERFORMANCE PARTS'. On the right, a sign reads 'VALIANT SPARES & REPAIRS'. In front of the building, a classic car is prominently displayed with 'SELKE MOTORS' and 'ROAMER' branding, along with the number '20' and 'Castrol' logos. Other cars are visible in the background. At the bottom, contact information is provided: a phone icon, the number '(03) 9761 6044', an email icon, and the address 'sales@elko.com.au'. The website 'www.elkoperformance.com.au' is also listed at the bottom.



SUNDAY NOVEMBER 17, 2016

The **Sporting Car Club of South Australia** should be patting themselves on the back after holding yet another successful event at **Victoria Park**. From F1 to N class and everything in between, there was heaps of stuff to be enjoyed.

We had an Ideal position for the club display and quite a variety of cars to match. Parked under the trees and watching all the cars going back to the pits was great. The showcase was the vintage F1s turning it on, especially the twin turbo **Ferrari** and the **Benetton**, with the **Lola Leyton House** car pushing it to

the max on the short circuit – to get best lap time. If that isn't enough then you had former a Bathurst Group A **Porsche**, a **Lamborghini**, and even a **Skyline GTR** etc. Something for everybody!

A great day of racing in all and then there is getting up close to see all the cars in the pits as well as all the new cars on display. It's a great atmosphere and I reckon something to match the **Goodwood Revival** in England.

– Damian



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Adelaide Metropolitan Security Pty. Ltd is a proud sponsor of the Chrysler Car Club of South Australia. AMS Security is a South Australian owned and operated company employing over 100 security personnel that was established over 10 years ago.



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– Brad slo265@y7mail.com

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– Steve De Wit 0418 176 473

PARTS WANTED

Left hand rear view mirror to suit a VJ
– Dave Heinrich 0407 593 915
ursis@bigpond.com

To place an ad... Email: general@cccsa.net.au, phone: 0412 426 360 or fill out the Buy, Sell, and Swap book at the monthly meeting....



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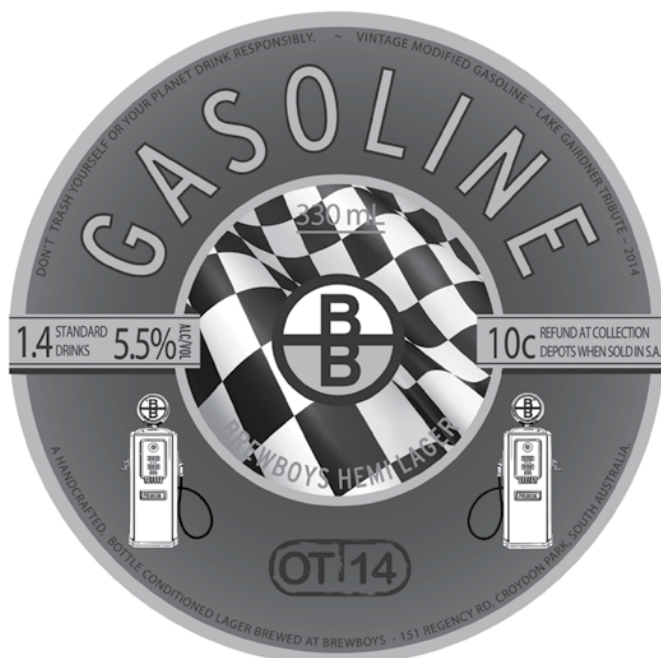


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Edwardstown
08 8297 6055**

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Event	Date/Time	Location
Steel City Nats <i>Contact Mandy Harding 0417806928 or Slim Limburg 0407160270, you can also send any emails to secretary@steelcitydrags.com</i>	Saturday May 20 - Sunday May 21, 9am-10pm	Whyalla Steel City Drags Mullaquana Rd, 8 Mile, Whyalla
Rock N Roll Rampage Show N' Shine <i>Hosted by Adelaide Cruisin' Classics. For more info visit: Facebook/Adelaide Cruisin' Classics</i>	Saturday May 20 10am-4pm	The British Workingmen's Club - Castle Entertainment Centre 11 - 15 Davis Street, Wingfield
Midstate Mopars <i>Hosted by the Central Victorian Chrysler Club. For more info visit: http://www.midstatemopars.com/</i>	Saturday May 20 - Sunday May 21	Bendigo VIC
CCCSA June 2017 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Dinner available from 6pm prior to the meeting</i>	Tuesday June 6th, 7:30pm	West Adelaide Football Club, Richmond
Historic Registration & Membership Renewal Day	Sunday June 18, 9am -3pm	Tonsley Park Redevelopment Precinct <i>See Map provided in mail</i>
CCCSA July 2017 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Dinner available from 6pm prior to the meeting</i>	Tuesday July 4th, 7:30pm	West Adelaide Football Club, Richmond
CCCSA August 2017 Monthly Meeting & 2017-2018 AGM <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Dinner available from 6pm prior to the meeting AGM straight after the Monthly Meeting</i>	Tuesday August 9th 7:30 pm	West Adelaide Football Club, Richmond



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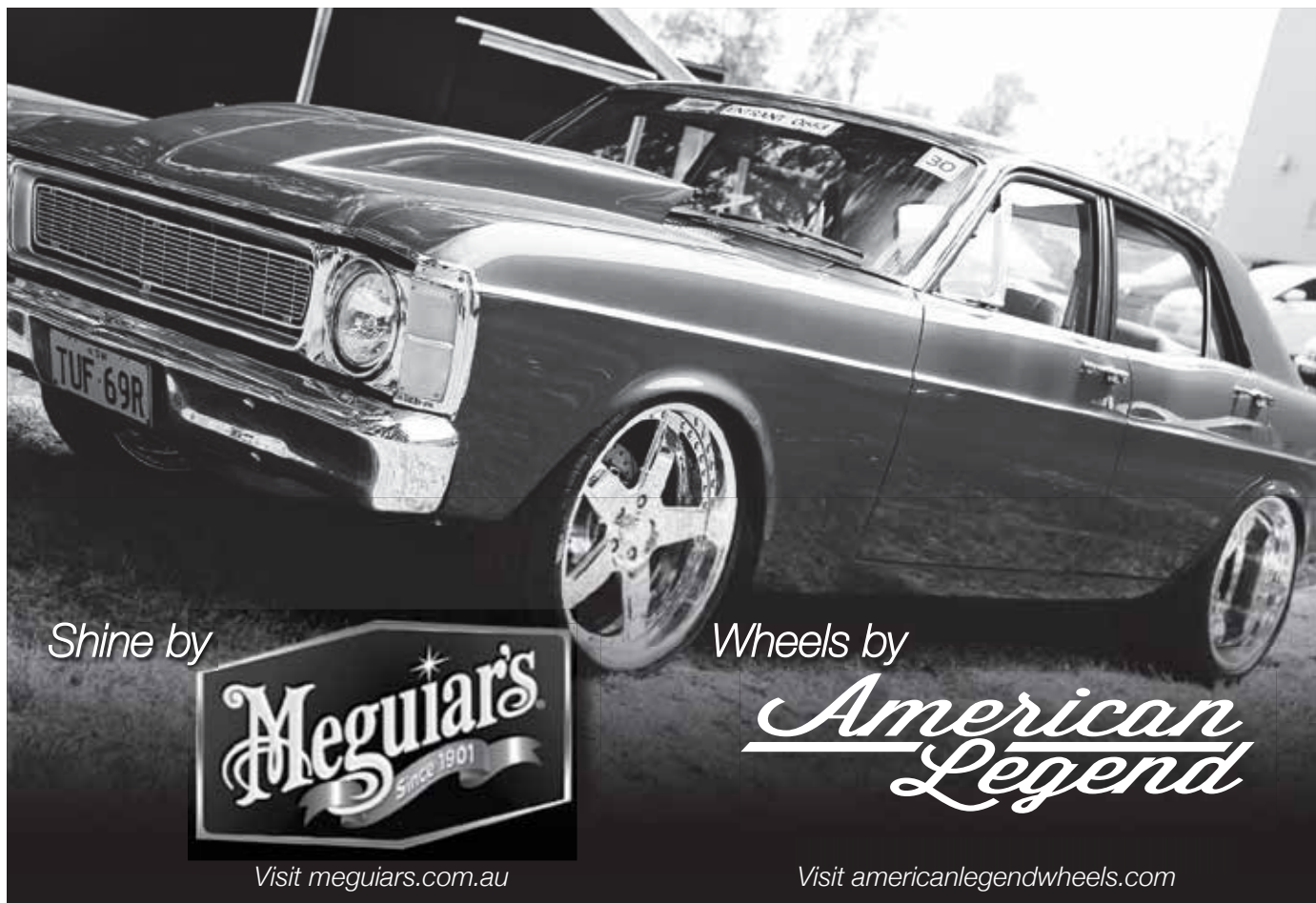



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