

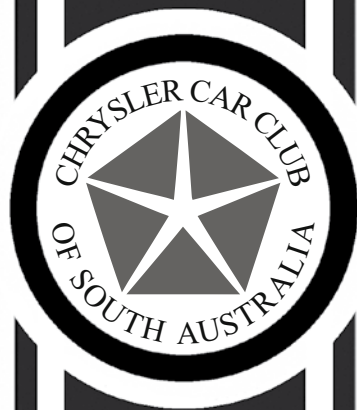


Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**ALL
CHRYSLER
DAY
2009**



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH - MAY 09

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General Meetings are held every second Tuesday of every month at:
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ALL CHRYSLER DAY SPECIAL



Hello all you Mopar guys and gals!

What a fabulous few months we have had full of beautiful summer weather and better still tonnes of car events. All Chrysler Day was fantastic, with record attendance! Pat on the back to everyone that helped out! Many other great events including 'Chryslers at the Bay' and 'Chryslers on the Murray' have also been and gone - as well as the much talked about Drive-In night...

My darling suburban (Oscar) is now at the body shop after spending countless hours removing all the chrome and interior... very stressful but hopefully worth all this work!

Well I hope you enjoy this special All Chrysler Day issue of Torqueback Magazine. A big thankyou to Rob Hurley and Curt Heinrich who were nice enough to contribute their stories.

Also a big thankyou to Gary in the US for his on going article "Selling Plymouths in 1964"

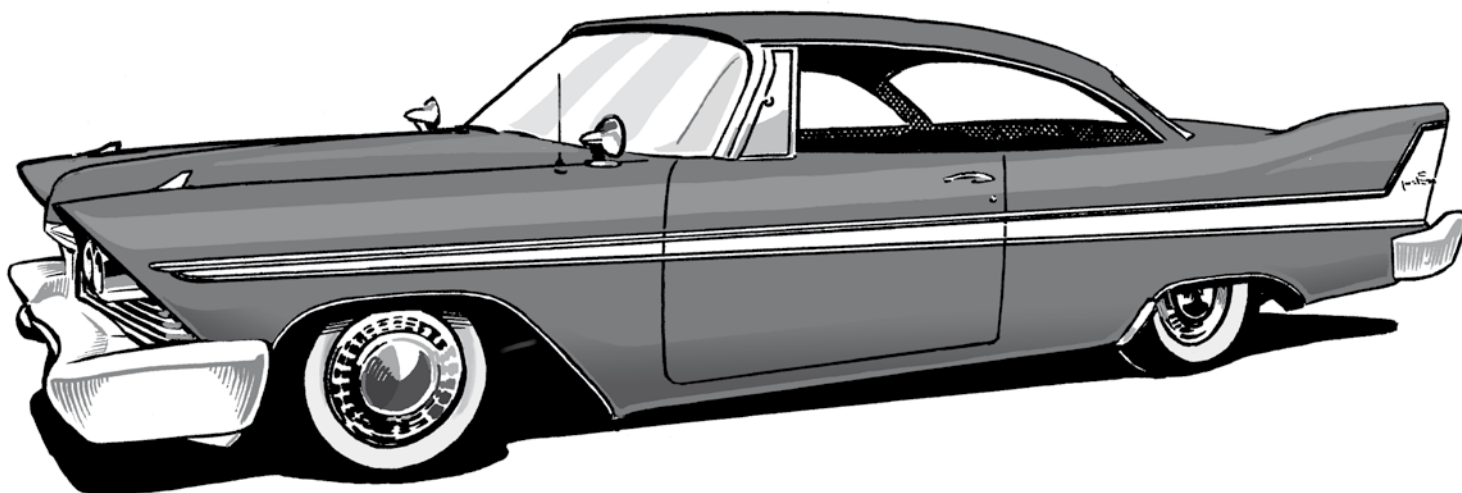
Next issue will hopefully not be too far away (cross your fingers) and will be all about the '58 & '59 Aussie delivered Forward look Vehicles. Not sure what I'm taking about?

Well you will after you read the next issue....

So sit back, down a glass of Charger Lager and enjoy this issue of Torqueback Magazine.

Cheers!

Adriana



adrian brien automotive

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A RARE AND UNIQUE UTE

Chrysler Australia Limited's (CAL) most famous product was undoubtedly the Valiant Charger.

The first handbuilt prototype Charger was available for full road testing in January 1971.

The Charger was released to the general public in the second half of 1971. A fully sorted competition model was also available at the time of the release. CAL managed to keep the development of the charger largely a secret which helped maximise the impact of its release.

CAL was able to release the model so soon after the first charger prototype was produced because it had done a lot of drivetrain testing in the 12 month period prior to January 1971.

The majority of this testing was done using two white utilities – a VF & a VG – that had their wheelbases shortened to match that of the charger. These short wheelbase utes were often referred to as the “mule utes” or simply the “mules”.

It is also important to remember that CAL, unlike GMH and Ford Australia, did not have a “proving ground” in which to secretly road test cars. Therefore all road testing had to be done on public roads – leading to obvious problems of keeping the existence of the new model secret.

As well, development of a new model invariably involves the input of dozens and dozens of employees from all departments raising immense problems of ensuring that no unauthorised pictures of the new model were released to the press.

Clearly the use of the mule utes helped ensure secrecy with both of the above concerns in mind. The mules could be driven openly on all public roads (not just in remote outback locations as is typically the case with new models) at all times (not just in the dark) without revealing the new charger. As well any number of employees could work on the mules without compromising security.

In contrast when the first charger prototype was available it was only seen and driven by a very small number of trusted senior employees and only ever at night.

The first mule was built in February 1970 and was based on a VF utility. It was mainly used to do mundane drivetrain and suspension testing for the charger as an entire “model range”. Amongst other things this involved fitting every possible combination of engine and transmission, testing the limits of cooling system, working out suspension settings, torture testing the brakes and so on.

Towards the end of this process the VF mule, which had been hastily built, was getting a bit “loose” and generally worn out. As well, the need to test a competition version arose. To solve both these issues a second mule was built to a much higher standard.

This ute was built in approximately the middle of 1970.



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ON THE ROAD TO RESURRECTION

Most of the test work to develop the E38 was done using this ute. It is also likely that the VG mule (or possibly the VF mule) was at one stage fitted with an E34 type 4BBL intake set up.

By this stage the VF mule was largely retired from service. At this stage (later 1970/early 1971) a 340 and New Process A833 gearbox was fitted to the VF mule.

It is very important to note that by this stage any thoughts of racing the 340 had long past. That is the 340 was fitted to the VF mule merely to help "durability" test the 340. It was not fitted to assess the 340 as a race motor or to test it against the Hemi 6 pack.

After the completion of testing, CAL sold the VF mule (together with an E49 race car, trailer and spares) to Leo Geoghegan in late 1972. He thereafter used it as his tow car.

In 1973 it was cannibalised for spares at Bathurst to help Leo Leonard 's campaign in an SOA VJ E49 big tank (though that is a story for another day). Shortly thereafter it was resprayed black and sold of Geoghegan Sporty Cars in Sydney. It then spent most of its life in Western NSW before being rescued by Chrysler enthusiast Steve Nappy. And then I bought the VF mule from Steve.

The history of the VG mule is less well known. Allegedly CAL sold it to a "mate" Ken Paddick, the foreman of the "Experimental" section. Thereafter it was at one stage owned by a banana grower on the border of NSW and Queensland. It was then bought by a local Chrysler enthusiast in the mid 1980s. I purchased the VG mule from this enthusiast.

Currently both cars are being restored in Victoria. The VF is being restored as it was when it was fitted with the 340 and A833 4 speed. The VG is being restored into its 265 6 pack 3 speed specification.

Whilst I have collected a lot of information and pictures of the cars if anyone can provide more information I would be most grateful. I am also trying to locate various parts to help with their restorations. These include NOS guards, bonnets, LH eyebrow moulds, rear bumperettes/end caps, NOS 3 speed "Cobra" style gear knob and so on. I have also been trying to source an issue of 'Auto Action' magazine that features a picture of the mule, if anyone has a spare copy that they wish to sell or a copy they could scan please contact me.

Regards,

RobHurley
Melbourne
0412288269
robh91@me.com



mopar megacruise

THE TRADITION CONTINUES



A record 220 cars assembled at Lockleys Oval on the Saturday night for the 2009 Mopar MegaCruise which as usual turned out to be a great prelude for our big day.

Word around the country is growing about the MegaCruise, with particular interest generated by the route including Lonsdale, Tonsley Park and Keswick. Interstate opinions rate that the MegaCruise rivals the big cruises coinciding with the larger eastcoast shows. We've got something unique here!





LOCKLEYS OVAL, SUNDAY FEBRUARY 22, 2009

The 2009 All Chrysler Day (South Australia) again was a resounding success. With what turned out to be a beautiful weekend of weather, both the traditional Mopar MegaCruise on the preceding Saturday night and the annual show on the Sunday were well attended by punters, swapmeeters and entrants alike, and \$397 was collected for the Victorian Bushfire Appeal – thanks to all those who donated.

With much more milder conditions and friendlier sunshine this year, it was our best crowd attendance since the 2004 show at Payneham – some 1,916 spectators walked through the gates, compared to the 1,253 number who braved the heatwave last year. A record number of 214 entrants, the most entries since the 2007 hardtops theme show, was complimented by an overwhelming turnout for the cruise Saturday night - at least 220 cars were on the oval at the start.





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Entrants Choice
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Noel Aplin



Best Restored Vehicle
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Best A Body
Sponsored By Bradford Badges
Brian Miles



Best PT
Sponsored By HYKA Computers
Paul Knight



moses, parting the cee...em

1979 VALIANT CM REGAL

Hi everybody. This is Moses from the club. I haven't got my member card on me at the moment but here's some pictures of my CM for the photo competition!

Moses Kominoglou



I don't take it out as much as I should, but a lot of people approach me about it, telling me how much they like my CM. They often ask me if that's a modified colour. I tell them it's an original rare colour.

That's probably why I own this Regal. Everytime I turn up to the petrol stations, people stop and take photos of it, but I'm used to it now though!

Details?

Well, she's a 1979 CM Chrysler Valiant Regal with a 265, all original after just 99,500kms - and I'm the third owner. As a matter of fact I actually purchased her at the 2005 All Chrysler Day Show.

(There's another good reason to make sure you get along to our annual show n' shine - because you just never know what you might find there, hey?)



Promoters Choice
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Best VC
Sponsored By U-Pull-It
Josef Michael



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Angas Perrett



Most Interesting Commercial
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David & Julie May



Best 4 Door VH-CM
Sponsored By Valiant Restoration Services
Jim Tokas



Best C Body
Sponsored By Bradford Badges
Brian Bianco



Best 4 Door VE-VG
Sponsored By Valiant Restoration Services
Justin Bialas



Best 300C
Sponsored By HYKA Computers
Andrew & Helen Belham

Best 2 Door VF-VG
Sponsored By Smart Road Auto Wreckers
Rocco Gentilcore & Samuel Covino



Best E Body
Sponsored By JMR Crash Repairs
Angelo Stabelos

MY CHRYSLER BIG SIX UTILITY 1962 BUILT APS-2F 226

The 1962 Chrysler Wayfarer Ute (not Royal, that is only for sedans) was purchased new from the Ford dealer in Balaklava, South Australia, by Mr Sylvester Lally, a local farmer from Hoyleton.

He went to the Ford dealer and said "I want a new truck, not one of those dang Fords but a Dodge". So the Ford dealer went to the Chrysler dealer in Owen and purchased the ute, brought it up to Balaklava and sold it to Mr Lally.

When he was driving down the road one day, Mr. Lally noticed someone else's cow in his paddock. When he went to investigate he got distracted and managed to hit the back of one of his own cows, putting a big dent in the bonnet and breaking the grille.

One day Mr. Lally drained the oil with the intention of changing it, but forgot to refill and drove the ute to Balaklava. He took it to the local Ford dealer and asked them to repair the motor.

A few days later he was horrified to learn they had taken the motor out of the ute to grind the crankshaft, as they should have been able to do that with the engine still in the car, according to him. So the mechanic put the motor back together and as far as we know they never changed the rings or pistons, hence burning buckets of oil as he drove it home, where he parked it in the shed and that where it stayed.

The ute was stored in the shed until 1979 when it was bought at a deceased estate sale by Mr Graham Wood of Balaklava. It was covered in dirt and nothing worked properly, along with the big dent in the bonnet and smashed grille.

On the way home Graham discovered it burnt oil badly, so a new motor was put into it and the bonnet and grille was fixed. Three years later an overdrive gear box was fitted. It was driven between Graham's home and the Balaklava High School for 20 years. It went to Andamooka once and towed back a V8 Chrysler Royal on a car trailer, cruising at 60 miles a hour in overdrive all the way.



The Wayfarer was retired and put in a shed on blocks until purchased by Curt Heinrich of Clayton Bay approximately 2 years ago. Actually I swapped her for model trains Graham wanted.

At the time he gave me a choice between a Wayfarer and a Plainsman. The ute was in better condition.

The paint work except for the bonnet is all original so is the interior inclusive the still working radio. The factory tag with the key# is still on the original key. I don't think I'll order new keys for now.

After I purchased the ute I fixed all the brakes (cylinders & linings), the clutch cylinders, a new water pump fitted a new tonneau cover and new tires.

Unfortunately the Dept of Transport taken the original number plates (SA 433-460) away when I registered the ute in my name.

Currently she done only 72550 miles. I plan to keep her in original condition with all the little dents and scratches. After all it was a farm vehicle. What is she worth? I don't know, what does it matter she is not for sale anyway.

CURT HEINRICH
(WITH INPUT FROM GRAHAM WOOD)



Most Interesting Commercial
Sponsored by CCCSA
Curt Heinrich



Best 2 Door VH-CH
Sponsored By
Smart Road Auto Wreckers
Andrew Miller

chryslers by the bay 2009

GEELONG, VICTORIA

SATURDAY/SUNDAY MARCH 3-4, 2009



Just a week or so after our All Chrysler Day we headed out on a road trip over to Chryslers At The Bay in Geelong, Victoria. We went in Dad's Impact Orange CL Valiant ('JAFFA') with Brian Bianco in his 1957 Chrysler Saratoga (which won a trophy) On the way to Geelong via Ballarat we saw an array of old Holden's cruzin' away from Geelong as that day it had been the All Holden Day in Geelong.

Due to maybe one too many food and toilet stops, we missed the start of the cruise on the Saturday evening, but thanks to an observant member of the public (who gave us instructions on where all the 'shiny' cars had headed) we were able to finally find and join the cruise. With our All Chrysler Day only a week or so prior, we were somewhat deflated when 20-30 cars rocked up for their cruise. But the poor turnout for the cruise was no indication of what the next day had in store.

On the Sunday we were one of the first 10 cars in the gate, but within the next two hours or so the oval slowly filled up (Victorians may be late to rise but they do eventually turn up, lol) What's great about going to a car show interstate is that every car at the event is a new one that you have probably never seen before.....

There were a few stand out cars at the event, but I think my favourite would have to have been the 1961 Polara Coupe (drop dead gorgeous!) This truly is a great event if you get the chance to attend... Just don't forget your scarf, jacket, beanie, gloves, even thermal underwear wouldn't go astray, as it is extremely bloody COLD!

Cheers, Adriana



chryslers on the murray

ALBURY-WADONGA, NSW



SOUTH OZ MOPAR PILGRIMAGE

A large contingent of Croweaters made their way (many in convoys) over to Albury-Wadonga for the country's biggest Mopar festival, **Chryslers On The Murray** in March. Around ten hours and some 1177 km away, it's a good, relaxing workout for your Chrysler with plenty to see along the way and once you get there it's a great twin city to visit where you're made to feel very welcome. It's a fantastic roadtrip to the biggest Chrysler car show in the Southern Hemisphere and well worth the effort!

Following a massive turnout for the traditional cruise from the show to the famous Ettamogah Pub on the Saturday (despite some torrential rain), a record 588 cars were then present on the final Sunday at Albury, and amongst them were club members **Andrew Kloot, Tony Moularas, Jim Tokas, Alan Pike, Paul Cronin, Dave Heinrich** and some of the guys from the **PT Cruiser Club**.

A huge weekend of mateship and Mopar comraderie, this has become a national community event. Indeed, many interstate folks there also remarked how keen they were to either return or make their maiden visit next year to our very own All Chrysler Day here in SA, which is respectfully mentioned in the same company as this mother of all shows, **Mopar Sunday** in Brisbane, and **Chryslers By The Bay** in Geelong.

COTM is more of a social event than just a car show, with many of the folks from the **Hemi6Pack** forum now considering it a 'compulsory' annual gathering of the national online Mopar community - go to <http://www.hemi6pack.com>. The Astor Hotel in Albury is taken over for the entire weekend by some terrific characters from all over Oz. If they're not congregating for moral support at the Dyno during the show, then the nearby hotel carpark in the evenings become a mini show'n shine and meet-and-greet in themselves.

Arguably (well, according to the Hemi6Pack consensus anyway) the car of the show was this '46 Dodge coupe rod from Victoria pictured below - featuring an unusual mint green glaze paintjob, airbag slam and a big block Hemi.





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PART TWO

It's odd that I remember little things about selling Barracudas, but the most often asked question was if the inside of the car would get really hot because of the size of the rear window and the angle at which it was positioned. We had some factory information that explained how the glass was treated to reflect the sun's rays, so we were prepared for the question. Air conditioning was a rare option at that time, especially in A-bodies, so I guess the customer concerns were reasonable and expected.

Speaking of A-bodies, I was the only salesman who drove one for a demonstrator. Rookies were given a stripped car for their first one, and if they did well, they could move up to better models when their demo was sold. My first demo was a white, 198 Slant Six-powered V100, 2-door sedan, with a 3-speed manual. I drove it about a month before another salesman sold it from under me. The sales manager told me I could move up to a Fury, but I had enjoyed the first Valiant so much, I asked for a better equipped V200 sedan. He thought it strange, but I loved those Valiants. It was a light turquoise 4-door, with a 225 and loaded with nearly every option you could get on a Valiant.

Despite my tender age, I also sold a few Chryslers, but most were Newport sedans. I guess some of the Newport buyers were the age of my parents, and probably felt sorry for the goofy kid trying to sell them a car.

One Chrysler sale I recall vividly was a 300K that went to a major at the nearby Air Force Base. He'd been drooling over the cranberry colored 300K for some time, and always showed up driving a huge Mercedes sedan that our sales manager coveted.

At that time, there were very few foreign cars around, and the sales manager wanted that MB sitting on the corner of the used car lot to attract attention. We eventually made a deal with the Air Force officer, but only after we sunk far more money into the Mercedes than we could ever get for it.

However, several customers who stopped to look at it bought other cars, so financially, it was probably a wash.

Sadly, the 300K proved to be a lemon, and the poor major regretted his trade. He got a fantastic deal when he bought, and we gladly honored his 5-50 warranty, but he still had the car in our shop nearly every week. I don't think he became a fan of Chryslers.

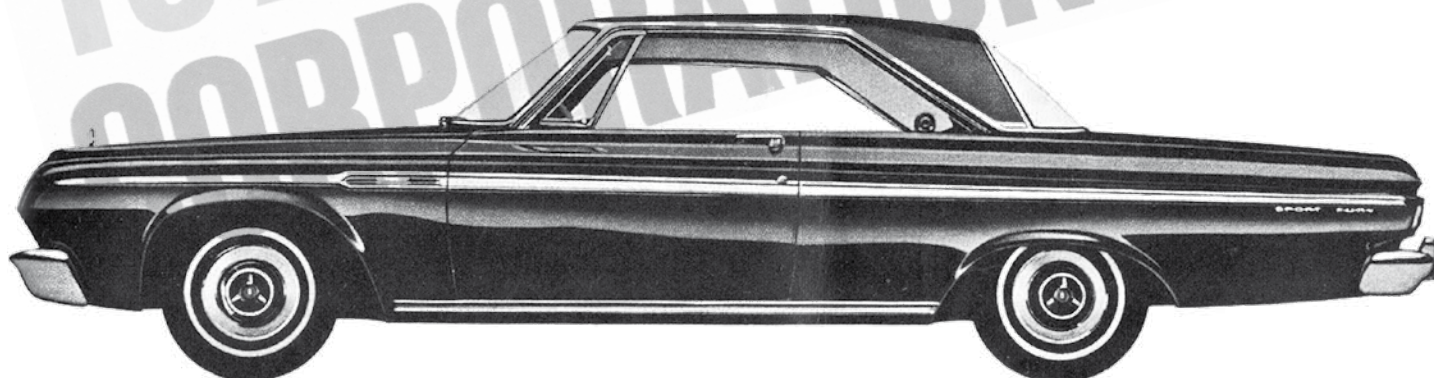
I don't recall any other Chrysler lemons while I was there, except for one Plymouth Fury sedan that gave us wheel alignment headaches. It was sent back to the factory for analysis, and the original buyer was given another car of equal value, along with our apologies and regrets.

Another Chrysler sale proved to be an oddity. An old farmer came in one day, and said he wanted a New Yorker 4-door sedan, but he wanted nothing to do with automatic transmissions. If I remember correctly, he traded in a '58 Plymouth station wagon with a V8 and a manual transmission. We ended up special ordering a New Yorker sedan with a 3-speed, floor-shifted manual behind the 413. After delivery, he never came back for anything, so I guess it worked out for him. But I often wondered how that transmission held up behind that big engine.

The North Dakota State Fair is held in Minot each July, and one of my highlights that year was the arrival of the racers that toured with the IMCA stock car racing series that ran at the fair ground's quarter-mile dirt track.

Alvin sponsored a Plymouth, while Don sponsored a Dodge, and they bet against each other for bragging rights.

Alvin told everyone he didn't care if anyone else beat the Plymouth, but it had better beat the Dodge!



1964 Plymouth

PART THREE: NEXT ISSUE



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3x 300C wedding cars, 14 Nov 09, Christies Beach, Ph. 0404885817 or 83260746- Nathan

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Ph. 85323283- Trevor

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It may be nearing winter but there are still events to attend and bargains to be found at swapmeets... it maybe cold, but who has time to hibernate??

MAY:

2-3rd: Naracoorte Swapmeet

8-10th: Vintage Caravan/ Hot Rod Run Grampians VIC.

12th: CCCSA Meeting

17th: Cooper Coast Cavalcade Wallaroo to Moonta, Pt Hughes to Kadina

24th: Kapunda Swapmeet

30-31st: Mega Toy Swapmeet Wayville

Ph: 0419605070- Andreas

JUNE:

9th: CCCSA Meeting

4-9th :Wintersun Festival QLD

6- 7th: The Hills of Adelaide Road Run

Ph. 08 8522 1055 - Judy Craig

7th: Kadina Show & Shine & Swapmeet

Ph: 0448211002

13 or 14th: Oz Forwardlookers Cruise (55-61 Chrysler Corp Cars) VIC
for more info: tim@signsbyknight.com.au

14th: Sedan Swapmeet

Ph: 08 85652126

JULY:

12th: Warnertown Swapmeet

14th: CCCSA Meeting

26th: Angle Park Swapmeet

AUGUST:

11th: Chrysler Car Club Meeting

23rd: Willunga Swapmeet

Ph. 0412578188- Graham

SEPTEMBER:

8th: Chrysler Car Club Meeting

20th: Gawler Swapmeet

27th: Bay to Birdwood

**If you know of an event not mentioned here
please contact adriana at:
mod_madness_66@hotmail.com**



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