



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Showbiz



President
Iain Carlin

Vice President
Andrew Ingleton

Secretary
Di Hastwell

Treasurer
Greg Helbig

Events Coordinator
Damian Tripodi

ACF Coordinator
Jason Rowley

Events Organisers
John Leach
Chris Taylor

Historic Registrar
Stuart Croser

Inspectors

North

John Eckermann
Jason Rowley

South

Chris Hastwell
Charles Lee

Central

Rob McBride
Dave Hocking

Sponsorship & Marketing
Evan Lloyd

Club Library
Iain Carlin

Editorial / Design
Dave Heinrich

Webmasters
Iain Carlin
Dave Heinrich

Photography
Lesley Little
Zoran Kanti-Paul
Hiskia Adi Putra
Alan Smart
John Antinow
Mary Heath
David Rawnsley
Damian Tripodi
Andy Miller
Luke Balzan
Bruce England
Andrew Lax
Ingrid Matschke

Contributors

Zoran Kanti-Paul
Hiskia Adi Putra
Buddy Fadillah
Danny Calazza
Luke Balzan
John Antinow
Tim White
Geoff Pine
Rod Taylor
Paul Cronin
Ron Neighbour
Marg Neighbour

Source

Street Machine
Hot Rod
Mopar Muscle
The Distributor
Allpar.com

Enquiries

Club Mobile

0412 426 360

www.cccsa.net.au

[facebook/](https://www.facebook.com/chryslerclubofsouthaustralia)
[chryslerclubofsouthaustralia](https://www.facebook.com/chryslerclubofsouthaustralia)



CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

OCTOBER 2017 - FEBRUARY 2018

General monthly meetings are held on the FIRST Tuesday of every month at:
The West Adelaide Football Club,
57 Milner Rd, Richmond.



All correspondence should be sent to:

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

Membership Fees

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

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

DISCLAIMER

Chrysler, Jeep®, Dodge and Mopar are registered trademarks of FCA LLC and are used with permission by the Chrysler Car Club of South Australia.

Torqueback is not a commercial publication and is only published in good faith as a newsletter for a not-for-profit organisation.

The mention of companies, products or services, and the inclusion of advertisements in this magazine does not immediately imply any automatic endorsement by the Chrysler Car Club of South Australia or its editorial team. The CCCSA accepts no liability for any misfortune or dissatisfaction resulting from any sponsor's disservice, or any misleading information, errors or omissions herein.

The opinions expressed in **Torqueback** are not necessarily the views of the CCCSA, only of the individual volunteer contributors.

G'day.

Welcome to **Torqueback 31** – the *Showbiz* issue.

If there's one thing that can bring people from all around the world together, it's a love of cars. Car shows are traditionally the biggest events in the automotive industry, and they attract millions from all over the globe every year. Not only do auto makers use auto shows as a platform to promote their latest products, but also to test out ideas and concept vehicles in order to get a gauge on consumer enthusiasm. Essentially, the biggest car shows in the world act as a press conference of sorts for the latest cars. Car companies and industry insiders get a chance to rub shoulders with their customers directly at these sorts of events, and often can develop new ideas based on the feedback they receive.

Of course, there are other, more organic car shows that happen around the world too. These events are more gatherings of enthusiasts and restorers – usually of older cars and typically in car clubs, like ours. These shows might be a dedicated show n' shine or perhaps even an exclusive (competition or not) meet at a dragstrip or racetrack. Events like the **Woodward Dream Cruise** have their roots deep in the past, and have evolved to include tens of thousands of vehicles, and attract millions of spectators.

I'm buzzed about the international flavor in some of the stories in this issue. We have a couple of members now living in Sweden and Norway – and I recently discovered a bloke I know from growing up in Gawler (actually one of my high school art teachers' sons) is now almost like Finland's answer to **Chip Foose**. **Zoran Kanti-Paul** has set up a top custom studio there with his daughter **Saana** – called **Kokonut Kustoms & Klassix**, and recently took out a heap of trophies at some major shows in Europe, which he'll be telling us about. Zoran also contributes pix and words to such illustrious magazines as **Chrysler Power**, and gets to hang out with cats like **Richard Rawlings** of **Fast N' Loud** and **Gas Monkey Garage** fame. I'm also taking the liberty (because I'm the editor and I can) of revisiting

a recent holiday I enjoyed in Bali, to look at custom culture there – and the **Bali Classic Motor Show**, with my Indonesian mates **Kia** and **Buddy**.

I love car shows. When I was a kid, my father used to take me to the **SA Motor Show** every year for my birthday. And I can still vividly remember **Shane O'Hara's** black CH hardtop (with crushed blue velour interior) on display at **Hot Adelaide**, with my mate **Chris White** when I was about seventeen. That car totally blew our minds and ignited my imagination – reinforcing a predilection I had for hippos from an early age.

Paul Cronin warned me when I told him how I wanted to do a 'bucket list' of all the best car shows (and in particular **Mopar** shows) nationally and internationally, that I was gonna end up with a list a mile long. He was absolutely right!

It's hard to be subjective too. During my research I quickly realised that I would have to choose – limit my selections at some point, to simply fit it all in the magazine. You'll notice I haven't included any **CCCSA** events, as we report on them all the time in every issue. Nor have I mentioned the **SA Motorsport Festival** held by the **Sporting Car Club of SA**, we regularly attend as a club. Likewise, **Jaf's Last Cruise** we cover here every year anyway, and we'd only be biased about it! And of course **Mopar Mania** out at **AIR** would fall into this category too.

So I was forced to leave a few out, sorry. The **Chrysler Owners Club of Queensland** hold the much respected **Chrysler Expo** usually in September/October every year. I understand it's been dropping a bit in recent years, but they regularly get 150-200 cars. **GazzaNats** is another one I could've covered, as **Garry Meyers** has probably done just as much as anyone to advance the custom and street machine scene in Oz. Apparently there's a great **All Chrysler Day** in Sydney too, and of course I'm certain there'd be heaps of great shows in Tassie, Canberra and NZ.

Then there are also a few newer shows like **Roadkill Nights** which are becoming quite popular – but I really know nothing about them.



So I just had to assume if I couldn't immediately find lots of info about the show, then maybe it wasn't quite as popular as you'd expect – and hence wouldn't make the cut. I just didn't have enough time to find out more, or enough room to include everything!

So my apologies if I've missed something that should be in here. But please, let me know and maybe we can do a *Part Two* issue, another time...

It's probably quite poetic that this Torqueback looks at shows – on the eve of our own **Adelaide Chrysler Festival** weekend back at Tonsley. This year is going to be epic. It's a pretty radical experiment to hold an open day rather than a traditional car show. But it works elsewhere, like at Geelong. And the club is gambling that there will be enough room for our cars that Sunday (given the rate of tenants' occupying space continually increasing) but it's a one-off opportunity of a lifetime – a chance we had to take.

Hey, what a great gig it must be, to be an automotive journalist or photographer and travel around the world to visit car shows and auto salons. Or even just in Australia. That would be a dream job.

Imagine writing a book about this? Anybody want to publish me? Shout me an airfare and hotel?

Cheers,
Dave H





Happy New Year and welcome to 2018.

It's been a great summer so far with plenty of cruises and shows to get around to. And the next couple of months are going to be just as big and busy...

I write this having just returned from our second annual **Chryslers at the Port**. Another great event, expertly organised by our Events Coordinator, **Damian Tripodi**. Despite being a scorching hot 42° day, we still had a pretty good turnout and filled Todd Street outside the **Port Dock Hotel** comfortably. Numbers were down slightly on last year, but then, not everyone has the luxury of (working) factory air in the **Valiant** like me!

Let's hope that we don't get a repeat on the last weekend in February for the **Shannon's Adelaide Chrysler Festival** (or **SACF**). Speaking of which, preparations are well underway for this huge event. The obligatory mountain of paperwork has been compiled and sent to the government and they have now issued the permit for us to officially hold the event. It has been a lot of work for the organising committee and there's still much to do.

I have just checked the registrations for **SACF** and there are 194 registrations. On a good year we get 100 pre-entries so that's a pretty good indication 2018 is going to be MASSIVE. We are going to have some logistical difficulties fitting everyone in and I'm sure some will miss out – but there's plenty of parking in and around the **Tonsley District** so people can still feel they're part of the event.

There's plenty of interstate people coming in for the show this year too. Please make them all feel welcome.

One problem we are striking is that **Renewal SA** can't guarantee what spaces will be available to us, almost up until the day. We'll have to accept that is fine as they are a commercial enterprise and if they can lease an area they have to do it – especially as we're getting use of the facility for free. What it does mean though, is that it's almost

certain this year at Tonsley will be a once-only event and next year we'll likely be back at Urrbrae or some other suitable venue.

In good news, it's great that **Shannon's** have come on board as our naming rights sponsor. It's a very generous deal and it's helping enormously to allow us to make 2018 free for both spectators and entrants. We have **Evan Lloyd** to thank for suggesting and setting up that particular deal – what a gun!

While you're at **ACD** this year, as well as looking at all the shiny **Chryslers** on display, have a look around the MAB at how it's now being used. Far from being a derelict factory and relic of the past, it's been transformed into an innovation hub with lots of vibrant businesses filling the place that once built our cars. I think they've done a great job of respecting the history of the space while ensuring that it survives as an ongoing concern.

For those who don't know, I'm doing a course at the **TAFE** at Tonsley – making guitars. Every Wednesday night I walk through the MAB, then stand there chiselling, cutting and shaping – and it blows me away that I'm making musical instruments in the very place that once built my Valiants – how cool is that?!

See you on the 25th....keep it Mopar!
– Iain





To my darling wife Helen of 29 years...

I write as I am torn within.

After 29 years of wedded bliss I have to let you know that there is another love in my life. I suspect that you have sensed this, with me spending less time at home and a lot more of 'popping out for a while'.

I met her 5 months ago and it was through an old friend. The way she was described I thought that she would be out of my league. When I first saw her, there was this immediate attraction that I cannot explain. It was a natural beauty peeking through as I have to say she hadn't been done up for our meeting.

That changed very quickly and by the time I next laid eyes on her, her full colour had been restored and there was this vivaciousness that I found hard resist.

I returned to our marital bed that night convincing myself that you were the special one in my life, but

my thoughts and dreams kept on drifting off to the thought of the fiery redhead.

I kept thinking about running my hands over those curvaceous lines and how smooth and youthful she would feel. That really cute arse and the pretty smile.

When I took her out in public, she really turns heads. Not that you don't darling, but I think that she has that party girl look about her and what sort of guy isn't looking for that sort of fun. She's light on her feet and dances around like a professional but grab a handful of her and take the lead and she tracks obediently.

I must admit that my dreams are getting more willing and I think of taking her out into the country in the full sunshine and throwing her around hard.

I want to feel that feistiness in my fingertips, the sheer grunt of her pulling hard, the exhilarating sounds of her reaching her peak and breathing hard, but frightening all the same knowing that



after coasting gently downhill she is ready to go again and climb the next mountain.

Darling, is their room enough in our relationship for all 3 of us? She doesn't make demands and she is happy with a weekend relationship.

— Andrew I





GET YOUR KICKS ON ROUTE 66

Mark "Fletch" Fletcher of Classic Restos

Like most car enthusiasts, I enjoy getting out to as many car shows as I possibly can. As some of you know, I have a hectic work travel schedule, which sometimes makes it hard for me to attend shows at home, but the flipside is I do get to see some interesting rides overseas while travelling.

Another guy who has a hectic travel schedule, but one centred on car shows, is **Mark "Fletch" Fletcher**, from the TV show **Classic Restos**. I've been a fan of the show for a long time, and love that I can even watch the show on the **Shannons Club** website while I'm travelling. www.shannons.com.au – Check it out!

Since we have this issue dedicated to car shows, I figured it was only fitting to have a chat to Fletch (who's also a big **Mopar** fan!) and get his thoughts on car shows here and abroad...

"I can remember the early days where some of the car shows were more like just turning up for a couple of hours and eating a sausage in the paddock, talking a bit of crap and then just going home. And it's evolved from there," Fletch begins. "There's lots of offshoots too, like we've got Coffee and Cars now, where you'll turn up to a café and ten cars will meet on a Saturday for half an hour, and then everyone buzzes off. So we've got these smaller type of offshoot, little events now, but the way that car shows have gone is because it's such a trend, because anything old now is kind of cool. That's reflecting numbers at car shows, but it's also attracting companies to turn up. I guess over time, they've become more commercialised, making our events bigger, attracting more cars. 99% of the time every car show stands for a charity, so you've got more generated revenue prospects to go to the charity. And then you've got lots of family businesses that are associated in the automotive game, so if they're there with their tents or marquees, it helps the small business community. The wheels turn there... I think it's kind of healthy all round."

As part of Classic Restos, Fletch gets to travel to lots of car shows around the country, and despite hailing from NSW, he has lots of admiration for what happens in Victoria, with some of his favourite shows held there.

"Obviously there's the big three in this country, Holden, Ford and Chrysler," he explains. "The All Holden Show in Geelong is a big one that's been running for a long time now, and you've got the All Ford Show, which is down at Geelong once again... There's no doubt about it, Victoria seems to be the Car State – obviously with its roots there in Geelong with manufacturing. As with Tonsley Park in South Australia with Chrysler, and I guess that's what put these places on the map. And last but not least is the Chryslers On The Murray show in Albury which is the largest outdoor Chrysler show in the Southern Hemisphere."

Having the opportunity to get to the US often gives some good perspective on their car show scene and how ours matches up too.

"The scene over in America is beyond words in many ways," Fletch muses. "With the shows in the United States, the quality of the vehicles, in some respects, are no better than here. It's just that the shows are larger, and there's plenty of everything. We're talking about a country that's 13 times our population, so I guess it's all relative. But I tell you what, where it is a plus is in terms of a ratio – when you look at say Chryslers at Carlisle, the Chrysler Nationals, they might get around just under 3000 Mopars to that event, and it's huge. But when you look at our Chryslers On The Murray event in Aubury; Rod Taylor and the Aubury-Wodonga Chrysler Club. They're only a small club, but they do an incredible job there, and we can get up to 700 Chryslers at that event. So when you look at a population of 24 or 25 million people in this country and we can get 700 Chryslers to that event, and you've got 13 times the population in the United States, and they're just over 3000 cars – that just goes to show how strong our Aubury-Wodonga Chrysler show is here!"

To hear and see more of Fletch's adventures at car shows, head to www.shannons.com.au/club/videos/channel/classic-restos/ and enjoy! And if you're keen to experience a bit of the US car scene, Fletch runs **Route 66** tours, with one departing in 2018. If you're keen to do Route 66 with Fletch, shoot him an email at fletch@acenet.com.au.

– Luke





BUCKET LIST COUNTDOWN

While there are literally hundreds, if not thousands of car shows held every year all around the world, some are massive and some only attract a couple hundred of spectators. But they all have value, and provide a chance for people to check out their favourite makes and models, revisit history or explore new concepts.

Here, we're going to take a look at the world's biggest and best. However, trying to determine which shows are the biggest is a challenging feat, as there is often no reliable data on the number of attendees, or the number of vehicles present.

Therefore, according to the internet, we selected ten of the most famed auto shows from around the world to highlight.

Read on to see ten of the world's biggest and most important auto shows.

10. Tokyo Motor Show

Japan, where several of the world's largest auto makers call home, holds the *Tokyo Motor Show* in which producers get the world's stage to show off concepts, ideas, and the next stage of engineering and design. Tokyo, as one of the biggest cities in the entire world, has plenty of car enthusiasts and media to get the word out. The show is held on a biennial basis, and brings out car buffs from around the world. The Tokyo Motor Show is known for its high concentration of concept vehicles over traditional production models, making for some pretty interesting entries.



9. North American International Auto Show

Held annually in the heart of the American automotive capital of Detroit, Michigan, the *North American International Auto Show* is the traditional platform for many of the United States' auto makers to show off their stuff. The show also plays host to awards ceremonies for North American car and truck of the year, giving it even more clout on the international stage. This show is where many consumers get their first look at what's in store for companies like **General Motors** and **Ford**, as well as **Mopar**.



top ten shootout

THE 10 BEST CAR SHOWS IN THE WORLD

8. Chicago Auto Show

While the Windy City has actually been able to overtake Detroit's show in terms of scope and attendance, industry insiders and automotive analysts still typically prefer the trip to Detroit. The *Chicago Auto Show* brings in more than 1,000 vehicles every year for consumers to gawk at, and is held at the **McCormack Place** convention complex next to Lake Michigan. This show now has the honour of being the largest auto show in North America.



7. Goodwood Festival of Speed

The storied *Goodwood Festival of Speed*, which sounds more like some sort of Renaissance festival, is held every year in West Sussex, England. Held during the summer months in June or July, the Goodwood Festival regularly attracts crowds of more than 100,000 on each of the three days on which it is held. The festival itself is held on the grounds of the **Goodwood Estate**, a location with very important ties to British automotive history, and features several events and attractions.





top ten shootout

THE 10 BEST CAR SHOWS IN THE WORLD

6. Pebble Beach Car Week

Several events take place in California's Pebble Beach area over the summer, including auctions, cocktail hours, and of course, judging vehicles. The famed Pebble Beach *Concours d'Elegance* is a part of the annual *Monterey Car Week* festivities, and often includes several celebrities and some of the world's richest individuals as its attendees. Cars are often auctioned off for millions of dollars over the course of the week, and many of the world's rarest models are on display as well.



5. Paris Motor Show

Nothing quite melds with the wine, art, and overall elegance of Paris like expert auto design and engineering. That's exactly what attendees are in for when they visit the *Paris Motor Show*. This was the first auto show in the world, and has become a major event in which the world's car designers show off their latest concept models. The first Paris Motor Show was put on way back in 1898, and is held every other year, with the next event being held this northern hemisphere autumn.



top ten shootout

THE 10 BEST CAR SHOWS IN THE WORLD

4. International Geneva Motor Show

The city of Geneva has been a meeting place for the world for several reasons, and these days, the *International Geneva Motor Show* is chief among them. Every March, the city's **Palexpo** convention complex becomes home to hundreds of thousands of automotive buffs and industry officials, all vying for a chance to see the latest and greatest the world's car makers have to offer. The International Geneva Motor Show has become one of the most vital industry events of the year, and often plays host to the debuts of many new production and concept models.



3. Auto Shanghai

China is quickly becoming addicted to cars, and that is what makes it such a vital target for the automotive industry at large. Also, the country is home to a huge number of people — and potential customers. *Auto Shanghai* is held every two years, and saw its birth during the 1980s. The show has become a strong staging event for North American and European car companies to show off their latest creations to the Asian market, and is sure to only grow in importance every time it is held.



2. Woodward Dream Cruise

The famed **Woodward Dream Cruise** is a car lover's paradise. More than 30,000 muscle cars, hot rods, and more converge on Woodward Avenue in suburban Detroit, bringing with them spectators that number in the hundreds of thousands — if not millions. The Cruise has its origins all the way back in 1848 when carriage drivers would race along the roadway. Since then, the road was used for street racing, and now hosts the annual Dream Cruise on the third Saturday of August. It's the world's largest single-day automotive event. Think *Jaf's Last Cruise* times ten!



1. Frankfurt Motor Show

The king of auto shows is undeniably the **Frankfurt Motor Show**. Held annually, the show's actual name is the **Internationale Automobil-Ausstellung**, and has been split into two since 1991 — commercial vehicles are shown in Hanover, Germany on even numbered years, and on odd numbered years, passenger vehicles are put on display in Frankfurt. Like other major world car shows, Frankfurt has its origins way back in the late 1800s. Since then, it has grown to become the biggest and best car show on the planet.



CHRYSLERS AT CARLISLE

Some of you might recall back in issue 8, Adriana Kloss telling us all about what most folks believe is the biggest Chrysler car show in the world – **Chryslers at Carlisle** – when she went over to the states to buy her beloved Plymouth Suburban wagon and drive Route 66. Something else we all should do...

For sheer magnitude here in Oz, we tend to think of **Chryslers On The Murray** – the biggest Chrysler show in the southern hemisphere – and rightly so. But apparently you aint seen nothing until you go to **Chryslers at Carlisle**, more than three times the size of COTM!

Adriana, like many others, reckons that **Chryslers at Carlisle** is the ultimate Mopar show and a must-do for the bucket list of any of us.

You may not know but ***Chryslers at Carlisle*** is actually only one of many epic car shows (for all marques and types) held at the **Carlisle Fairgrounds** in Pennsylvania throughout every year. The fairgrounds are undoubtedly the largest location for a car and truck collector event in the USA, and most likely the world. And based there, the **Carlisle Events** organisation itself has become one of the largest presenters of such events in the world – so Carlisle is the preferred automotive destination for enthusiasts, clubs and hobbyists worldwide!

Prior to Carlisle Events' emergence, anyone interested in restoring or showing 1950s or 1960s era cars had few options. That all changed when **Chip Miller** and **Bill Miller Jr.** (no relation) became friends during the early 1970s through a mutual interest in cars of the fifties. Together they began going to car shows and swapmeets, where like-minded individuals would hunt for parts and accessories to restore their vehicles. By 1973, a need for these events became glaringly obvious to these two men. Until that time, the only cars deemed worthy to collect were pre-WWII automobiles.

So the office they established – Carlisle Events, was one of the first companies in the US created specifically to conduct and promote events for the collector car and truck hobby. On September 26, 1974, the Millers launched their first show – *Post War '74*, on the rented Carlisle Fairgrounds. Nearly 600 vendors set up in more than 800 spaces, and 13,000 spectators paid the \$1 admission to sample their wares. It was like *Woodstock* for petrolheads. When Chip and Bill held this first car show at the Carlisle Fairgrounds in 1974, they never could have envisioned the growth and legacy of Carlisle Events.

Within a few years, "*Carlisle*" (as it's now erroneously referred to for short) became a mecca for car enthusiasts all over the world. The runaway success of what evolved into the *Fall Carlisle Collector Car Swap Meet & Car Corral* led to a similar spring event in 1977. In short order, they became complete sellouts for vendor and car corral spaces. In 1981, after renting the fairgrounds for each event, the Millers were eventually wealthy enough to actually purchase the 82 acre property.

Then over the years, Carlisle Events has transformed the fairgrounds to suit the needs of car show participants and visitors. Continuous improvements include paved roads, a manicured landscape and more than ten permanent buildings. At the same time, Carlisle Events has established consumer-friendly services such as onsite bank financing, notary and title service and a wide variety of dining choices.

Every year now, the *Carlisle Chrysler Nationals* as they are officially entitled, are held at Carlisle. They say this is the big one, the centre of the **Mopar** universe. And every year they expect over 3,000 cars on display. For Mopar lovers, this is a good as it gets.

Chip Miller passed away in 2004 and his son **Lance** took over not long after. It's been a family affair ever since as Lance has carried on his dad's "*Life is Good*" mentality. As the 21st century rolls forward, Bill Miller Jr., continues to be with the company, as does his son and Lance's long-time friend, **Bill Miller III**. What started as a pair of swap meets in the mid to late '70s has spawned specialty show after specialty show.





Events now include *Carlisle Import & Performance*, *Carlisle Ford Nationals*, *Carlisle Chevrolet Nationals*, *Carlisle Hurst Nationals*, *Carlisle Truck Nationals* and *Corvettes at Carlisle* – and of course the Carlisle Chrysler Nationals.

To date, Carlisle Events hosts or is part of 12 events and four collector car auctions. By popular demand, the auction portion of Carlisle Events *Carlisle Auctions* was re-established in 2013 and prior to that, events in nearby Allentown Pennsylvania were added. Further, Carlisle Events introduced itself to the Florida market in 2013, initially hosting events in **Zephyr Hills**.

Now, with rapid growth in Florida comes a move to **Lakeland** and a larger facility in the **Sun 'n Fun complex**. Carlisle Events' schedule is what it is today due to the demand for all things collector car and family fun. Events have evolved from "cars in a field" to destination activities for individuals and families from around the world. In all, more than a half a million guests visit shows promoted by Carlisle Events annually. Lakeland, Florida and Carlisle are also collector car auction locations. The Carlisle-based events bring in \$98 million annually to the local economy in Central Pennsylvania and the spring show is the organisation's biggest draw of the year with nearly 100,000 enthusiasts converging on the region.

The Carlisle Chrysler Nationals event usually runs in mid-July every year and offers a full weekend of fun with activities – including a robust showfield of all Mopar vehicles, swapmeet, burnout contest, **Daisy Duke** contest, kid's activities, and so much more! Also, the iconic free show program – which you can pick up in Guest Services by the grandstand to see all highlights – is a prized collector's treasure.

So what are we waiting for?

SMOKE TRAIL

If you're into testing your car as much as you are how it looks, then *Hot Rod* magazine's Drag Week in the US is the ultimate interactive event for you. This famous event across seppoland each September sees both street and strip cars driven 1,000-plus miles on public roads during a trip that includes four dragstrips and five races in five days.

In 2005, *Hot Rod* decided to put an end to the age-old question, "what's a real street car?" It had been asked ad nauseam every time a new street-car drag racing series emerged.

They wanted to shut down the ambiguity with an event the likes of which no one had seen: **Drag Week**, a test of five drag races in five days at four different tracks with the race cars having to drive on public highways 1,000-plus miles from track to track.

No one could question if these were real street cars if they could survive that, they figured. They were unequivocally wrong, and their wrongness has been proved over more than a decade of races.

People scream the question more often than ever as the cars in the top class blast into the 6-second zone down the quarter-mile. Drag Week may not be perfect, but it's as close as anyone's come to establishing a standard, and *Hot Rod* are pleased with the number of people who recognise it as such – and even with the people who care enough to hate it. But most of all, the magazine has genuine gratitude for

every racer who has put their real life aside to participate in the event.

It's a platitude, but fact: anyone who finishes Drag Week is a *winner*. They are the people who have gotten off the couch and dropped the keyboard to go do something instead of just talking about it. Drag Weekers are people whose cars are faster than their mouths. In most cases, anyway.

Street Machine magazine actually do their version of it here in Oz called the **Drag Challenge**. Although when it comes to bucket list events, Drag Week in the states is at the top of everyone's list – ours included. Over the years plenty of Aussies have given the five-day automotive torture test a go, with varying results. In 2016, four teams from down under actually gave Drag Week a crack, including **John Faraone** and his silver VH Charger.

John is a repeat offender; last year was his fifth consecutive go at Drag Week. The twin-turbo 572ci big-block **Mopar**-powered Charger has become synonymous with Aussies at Drag Week, and it always turns heads. John won

the *Quickest Mopar* trophy back in 2013, but the past few years have been fraught with problems, torching a head in 2014 and breaking a throttlebody shaft in 2015.

But that's Drag Week – if it was easy, everyone would do it.

Over the years the car has been getting gradually quicker, going from mid-eighths to sub-7.50s; that's pretty impressive when you consider the car hasn't made a pass here in Australia for the past four years or more. All the car's recent testing and development, other than dyno tuning, has been done in the US, which makes it a very expensive exercise.

The paint was heavily damaged during transit back to Australia last year, so John had to repaint the entire car before he stuck it back in a container for Drag Week 2016.

On the plus side, last year the Charger ran 7.49@189mph at **Indy** and then 7.43@192mph at **Cordova** last year, and shows every indication of doing even better again this year.



pistons at ten paces

MONSTER MOPAR WEEKEND VS 'THE NATS'

TWIN TOWERS

If you're in the US of A and you'd really like to see the pentastar in action, there are two other more racing-oriented big Chrysler shows to check out – although the jury seems to be out on which one is actually the “largest Mopar drag racing event” in the world.

The (unofficial) *Mopar Nationals* – or “*The Nats*” as it's more casually known, is held every year in August at the **National Trail Raceway** in Columbus, Ohio. While the **Monster Mopar Weekend** is held between April and July at the **Summit Motorsports Park** in Norwalk, Ohio nearby (although previously it had been a tradition each year in July at the **Gateway International Raceway** in Madison, Illinois just east of St. Louis).

Anyhow, it seems that it all happens for **Mopar** in America's Midwest. But while these two events seem to rival each other, everybody agrees that **Moparfest** just up the road (over the Canadian border) in Ontario, has now become an even better rival in recent times! So it's hard to know who to believe – but after everything else, the general consensus is that you still need to go east – to **Carlisle**, for the ultimate – even “*if the old farts reckon that old cars are in decline there*”.

But anyway, back to these two huge racing shows in yankeeland.

The Monster Mopar Weekend really is a monster. Every year, over 1,000 race and show cars from around America have gone to Gateway and (now) Summit to compete in nine categories of drag racing. And it's unheard of an all-Mopar event with such lucrative prizemoney as big as this. This is fair-dinkum pro competition.

Last year *Muscle Car World* magazine was the sponsor of the car show, with 50 classes to make

sure all Mopar enthusiasts were covered. When the final tally was made, 531 show cars made the pilgrimage, and 436 race cars competing.

Apparently the punters' most favourite experience from this event is the trip – the enormous combined long-distance cruise from Indiana and Missouri across statelines to Norwalk in Ohio.

Another perk for those who attended the Monster Mopar Weekend last year was the *Petty Driving Experience* classes. The opportunity to drive a **NASCAR**-built car a few laps around the speedway at well over 100 mph. Now, you just don't show up, jump in the car, and go. Each student receives the proper training required, and is then fitted with a driving suit, helmet, and the necessary safety harness. After the “schooling” is complete, each person is assigned a car for his or her laps.

Opinion seems to suggest that the emphasis at Monster Mopar has gradually become more about racing, whereas The Nats is a more rounded event.

The Nats is a three day action packed everything Mopar event. You can come as a spectator or a participant. Even the spectators get to participate in some of the activities. There's a judged car show, drag racing is running on all three days with class eliminations taking place on Saturday and Sunday.

The *Fun Field* is for those entrants who want to enter their vehicle in the show for display purposes only. Participants will have a chance at winning door prizes, special awards and the ability to make a

timed pass on the track on Saturday during one of the two open time trial sessions.

The Nats started *Young Guns* in cooperation with *Mopar Muscle* magazine many years ago. It is a judged show with classification dedicated to those entrants 25 and younger (male or female) in both original and modified classes. In original, the vehicle must be restored and be over the age of 20 years old. In modified, any year vehicle will be accepted but obviously it has to have been modified – and judging is based on the number of modifications, but more importantly their creativity, execution and quality.

The nats also boasts a burn out contest, the *Midway Swap Meet* if you are looking for those hard-to-find parts, and the *Car Corral* for those interested in buying or selling a **Mopar/AMC**. This is an area located on the north east side of the track, where all the vehicles that are available for sale are positioned in one area.

There's also a dyno challenge, seminars, instructional and information sessions, the *Annual Mopar Model Car Show*, the *Car Club Challenge Nationals* and the *Mopar Super Cruise*, well known as the largest single marquee night time cruise show in the world. Each night, downtown Heath and Reynoldsburg open their doors to allow cruising on the streets. This is where the Mopars shine.

Whichever show you choose, or even both – or even plus Ontario up the road – you'll definitely get a good fill of **Chrysler** action!



The Nats

Monster Mopar Weekend



RIDLER ME THIS...

You may recall in our 2016 All Chrysler Day Special issue of *Torqueback*, when our good mate from the west Alan Smart took us over to what is often referred to as *"America's Greatest Hot Rod Show"*. When he tagged along with his buddy Chris Bitmead who took over his '76 XB Falcon coupe – the Xboss, over to compete. (His interceptor blew their minds by the way too and he walked away with a coupla gongs – including being selected as one of the illustrious *Great 8* cars! Go Aussie!).

The *Detroit Autorama* is a showcase of custom cars and hot rods held each year at **Cobo Hall** in Detroit, Michigan, in either late February or early March. While it's probably not the biggest, it certainly is considered the most prestigious – made famous by names such as **Boyd Coddington**, **George Barris** and **Big Daddy Roth**.

It is promoted by **Championship Auto Shows Incorporated (CASI)** and hosted by **Michigan Hot Rod Association (MHRA)**, part of the **International Show Car Association (ISCA)** schedule for the *Summit Racing Equipment Show Car Series*, which includes other prestigious show car events such as the *Chicago World of Wheels* and *Houston Autorama*.

The Detroit Autorama is best remembered as home to the *Don Ridler Memorial Award*, which is presented to the *"best in show"* at each year's event, and has been won by many well-known car designers and builders, such as **Chip Foose**, **Jerry Pennington**, **Troy Trepanier** and **Bobby Alloway**.

The first-ever Detroit Autorama was held at the **University of Detroit Memorial Building** on Six Mile Rd and Livernois in 1953. It featured only 40 cars, and was hosted by members of the MHRA, which was created only a year before to *"organize small local clubs into one unified body that could raise the money needed to pull drag racing off the streets and into a safe environment"*.

Eventually, the MHRA grew to also include clubs from the custom car and hotrodding scene, who combined efforts to pull-off the first event, along with other Detroit car clubs.

For the second show, activities were moved from Six Mile to the **Michigan State Fairgrounds Colosseum**, where it was held from 1954 to 1960. For the fourth event in 1956, the MHRA hired local band and sporting-event promoter **Don Ridler** to help the show reach a broader audience. Ridler served as the show's first-true promoter until his death in 1963.

The following year, the MHRA created a *"best-in-show"* award for Autorama – named after the man who made the biggest impact in the show's first eleven years, and thus the Ridler Award was born.

The 9th Annual Detroit Autorama was the first to be held at the new **Cobo Center** downtown. That year featured a new-record 230 cars competing, and filled all 100,00 square feet of Cobo's lower-level basement. The 1961 show's last day also broke the event attendance record by drawing a crowd of approximately 35,000 people. During these early years at Cobo, the event began to attract the competition of big industry names from outside the Motor City, like **Darryl Starbird** and **Carl Casper**, becoming the cornerstone of **Ford Motor Company's "Custom Car Caravan"**.

Though the show was by then in its twelfth year, it was first in 1964 that the **Don Ridler Memorial Award** was introduced as the event's top-prize. The Inaugural Don Ridler Award went to **Macomb's Al Bergler**, with a competition slingshot dragster.

Following Bergler's win in 1964, the next ten years saw both a jump in exhibitors, as well as the number of professional custom-car builders competing for the show's new top-prize.

The 1970s brought on some of the craziest and unique rides to have ever won the Ridler. Jerry Pennington's rear-engine *Corvette "Scorpion"*, and hand-built custom street rod *"Devilfish"* (google them) capture many of the era's trends, including shag carpeting, velvet seating, and sharp-winged edges.

Throughout the 1980s and 90s, the Autorama continued to grow into one of the most esteemed car shows in the country. To assist in growing, the next generation of professional builders and renowned car owners began to make their way to Cobo every winter in hopes of capturing the much-desired Ridler Award.

The new millennium brought forth a new form of styling and look to the Ridler and *Great 8* cars. It also brought with it yet another generation of professional car-builders. The Detroit Autorama is without doubt the ultimate show for **Mopar** rodders.





INVITATION ONLY...

The Specialty Equipment Market Association (SEMA) of the automobile aftermarket was formed in 1963 by Roy Richter, Willie Garner, Bob Hedman, Robert E. Wyman, John Bartlett, Phil Weiland, Jr., Al Segal, Dean Moon, and Vic Edelbrock, Jr. It now consists of 6,383 companies worldwide, bringing together aftermarket manufacturers, original equipment manufacturers (OEM), media, car dealers, specialty equipment distributors, installers, retailers and restoration specialists.

SEMA provides services for employees of its member companies that include education and professional development, market research, legislative and regulatory advocacy, industry publications, international business development and business-to-business events.

The largest of the SEMA events held annually during the first week of November is the world-famous **SEMA Show** at the **Las Vegas Convention Center** in Las Vegas, Nevada in conjunction with the **Automotive Aftermarket Industry Week**. As part of this event, SEMA and other automotive aftermarket trade groups make-up one of the single largest events on the Las Vegas calendar. This auto show is not open to the public. Registration as media, manufacturer, buyer or exhibitor is required.

SEMA is the premier automotive specialty products trade event in the world. It draws the industry's brightest minds and hottest products to one place in Las Vegas. In addition, the SEMA Show provides attendees with educational seminars, product demonstrations, special events, networking opportunities and more. The 2017 SEMA Show drew more than 70,000 domestic and international buyers. The displays are segmented into 12 sections, and a **New Products Showcase** featured nearly 3,000 newly introduced parts, tools and components.

In 2017, the **Ringbrothers Javelin** unveiling blew the lid off the Las Vegas Convention Center with their latest **Pro-Touring** build – a 1,000 horsepower 1972 **AMC Javelin AMX** built in partnership with **Prestone** for the 51st annual SEMA Show in Sin City. The much-anticipated unveil on the show floor is what SEMA is all about. A week later this AMX was in every car magazine around the world.



FROM GAWLER TO FINLAND

Finland! Probably not a country that you would immediately associate with a 'car scene' At least that was I thought when getting ready to relocate back in the year 2000. But here we were my Finnish wife, Sari and our 2 and a half year old daughter Saana making the big move from Cairns in FNQ to Finland. A huge move from the Gawler boy I can tell you!

The reasons to move were simple, a chance for **Saana** to go to Finnish school, and in doing so become at the very least bi-lingual. **Sari** and I already had work contracts with one of the largest language training companies to teach English. And in Australia I already had a company in the IT sector which was still fresh and new back then, and Finland had hands down the fastest bandwidth in the world. And even to this day it is all unlimited for ridiculously low prices. I didn't teach English long though, I started lecturing in IT at the **Tampere Polytechnic University** for the first 4 years here. Then Sari and I began a new company in the Language and Culture training industry that we built into one of the top 2 in our sector over the next 11 years.

But, you didn't come here for a lesson about Finland!

How I discovered the car scene...

Since our jobs had us in frequent contact with a lot of different people, one day Sari got dropped back home by one of her students, in a classic **Renault Gordini** rally car! I heard the crackle of the exhaust through our triple glazed windows. It was not long after that Sari introduced me to this student of hers. Which was also the starting point for my involvement in cars over here.

It was this friend, **Jukka**, who got me into it. He had been building cars most of his life. An ex works rally driver, he and one of his friends from his hometown had been collecting and building rare pedigreed rally cars. They would hunt them down, verify the races or events those cars had competed in and the drivers that drove them. In their collection now they have cars driven in **WRC** by **Didier Auriol**, **Michèle Mouton** etc. A collection of around 80 cars – from rally to vintage, muscle and everything in between.

One trip up to their 'garage' which is more like a museum, seriously, walking around it feels like visiting the museum at Birdwood. Three main halls all themed for the cars within, Jukka set up a surprise for me. After having a late breakfast at their summer cottage by the lake, we headed to the garage. Out front were 2 cars. A blue and white **Chevelle** convertible with a 454, and an open top **Mercedes** roadster from the 30s. He said

choose which one I want to drive. At this point it is probably time to state for the record that I am a **Mopar** man. But it had been so many years since I had sat behind the wheel of a muscle car, so I took the Chevelle.

Sari finally understood what old cars meant to me. Driving back from that weekend plans were made to hunt something down in the US and import it. That car was a very solid 1967 **Dodge Coronet**. Rare MM1 Turbine Bronze paint, white interior, console auto. It had its original engine and gearbox too, and was rust free.

That was back in 2013! Since then I have been heavily involved in just about all aspects involving classic, muscle and sports cars over here. From the very first cruise I went to, people were really friendly and kept asking questions about my Coronet. And they were speaking English which was a good thing as my Finnish is terrible, having only worked in English since coming here. But what I quickly found out is that the scene here is huge.

We have a lot of cruises all over Finland. No matter where you go during summer on any weekend you will most likely see cars out cruising. There are many shows here as well. I started showing my Coronet and it has taken top prizes in every show it has been in. And this got me thinking about getting into the car business itself. Which is now something I have done. We sold off our training company last year. And this freed me up to begin a new one, this time with Saana. She is all grown up now, and last year when she turned 19 we put our new company together, **Kokonut Cars**, and began importing cars, parts and also building our own cars for shows.

At the biggest and most prestigious show of the year, the **X-Treme and Yankee Car Show** in a town called Lahti, we took out the top prize with our car, "**Twistine**". A '57 **Plymouth Savoy** with a Gen III Hemi and a lot of modern tech packed inside. We won **Top Builder** for 2017, and also **Mopar USA** awarded us **Best Mopar** as well! Which blew me away.

To get international recognition for our work left me speechless!

– Zoran Kanti-Paul





ORIENT EXPRESS

There's no shortage of subcultures in Japan, and they often seem to disappear as quickly as they arrive. One subculture that refuses to die is Japanese hot rodding, and that's largely thanks to an unassuming man called Shige Suganuma. In 1983 Suganuma started Mooneyes Japan as a side business in Yokohama while working for Disney. His decision to give up the day job and take Mooneyes full time has helped the custom scene in Japan to flourish.

The name **Mooneyes** pays homage to the legendary American hot rodder **Dean Moon** and his **MOON Speed Equipment**. After Moon's death in 1987 and the later passing of his widow, MOON Speed Equipment was resurrected in the United States as **Mooneyes USA**, in Santa Fe Springs, California, home of MOON Speed Equipment since the 1960s.

And now there is a **Mooneyes Japan**.

Mooneyes provides a focus point for many custom motoring events and cruises in Japan, for both cars and custom motorcycles. Two annual events feature large on the custom calendar: the **Street Car Nationals**, which takes place every spring in Odaiba, Tokyo, and the gigantic **Yokohama Hot Rod Custom Show**, which takes place every winter. Both events have a long history: 2017 marked the 31st year for the Nationals, and the 26th year for the Hot Rod Custom Show.

On show are a variety of rat rods from around Japan – don't let the patina of age fool you, these rods are as meticulous in detail as anything candy-coloured – and in another part of the hall looking low and cool you'll see a 1949 **Mercury** courtesy of the **Tokyo Downtown Kids Car Club**.

Bikes feature prominently also, with show winners being shipped from the USA especially for this event. Lots of **Harleys**, of course.

Outside the show, impromptu parades take place as riders arrive en masse and head down the service lane to the parking area. This really is proof that custom building is alive and well in Japan, and there'll be hardtail choppers, trackers and bobbers of all descriptions alongside immaculately restored classic yankee and Japanese machines as well as modern rides.

Many aussies take in these shows when they go to Japan. They should!





AUSTRALIA'S AUTORAMA

Meguiar's MotorEx is the largest and most prestigious car show of its kind in Australia. Each year, Meguiar's show attracts Australia's best custom and modified cars, which travel from all over the country to create an amazing visual spectacle of colour, chrome and individual style.

They all say this is the best car show in Oz. Certainly the most prestigious.

Covering over 28,000 square metres, it features 400-plus vehicles with a collective value of over \$50 million dollars, ranging from hot rods, street machines, hi-tech tuners, dragster, muscle cars and classic cars, along with some of Australia's best custom motorcycles and choppers on display. The country's best automotive businesses also showcase the industries newest and most exciting products. This, combined with huge cash prize money and 25,000-plus spectators, guarantees Meguiar's MotorEx to be a car crazy experience not to be missed!



RITE OF PASSAGE

Summernats (a portmanteau of “Summer” and “National”), is an annual car festival presented by Street Machine magazine in Canberra, since 1987. Usually held at the start of the year, it is probably the best known car festival in Australia, and an event which attracts many tourists to Canberra, bringing in excess of \$20 million to the ACT economy.

Up there with attending Bathurst as any car-lover’s mission, it has increasingly been promoted as an event for families. The Summernats spectator attendance record was set in 2017 with 119,184 attendees.

Summernats features many street machines with airbrushed artwork, and restored and modified cars. It is held over a four-day period with many events, with prizes in competitions such as for burnouts, parades of cars around the track, and a *Miss Summernats* quest. Then there’s fireworks at night and two outdoor concerts held on the Friday and Saturday evenings.

Summernats especially holds one of Australia’s most prestigious show n’ shine events. Vehicles from around the nation use the Summernats to announce their arrival on the Australian scene. There are the following categories:

- *Real Street, Street, Elite and Tuff Street*
- *Top 60 cars, Top 20 cars and Top 10 cars*
- *Top Judged Elite and Top Judged Street*

In addition, there are some awards that are highly coveted amongst the Australian vehicle modifying community:

- *Master Craftsman*
- *High Impact*
- *Artistic Impression*
- *People’s Choice*

Custom air brushing is also particularly celebrated at the Summernats, where an exhibition occurs in the **Meguiar’s Pavilion**. There is a multitude of awards handed out to entrants in cars, which are in the following categories:

- *Summernats City Cruise*
- *Burnout Championship and Burnout Masters*
- *Grass Motorkhana*
- *Circle Work*
- *Heads-Up Go to Whoa*
- *Grab a Flag*
- *Best Cruiser*
- *Slalom*

In the *Dyno Challenge*, competition cars are strapped to a device that measures horsepower at the driven wheels. During the course of the Summernats, many awards in different categories are handed out in the ‘Dyno-cell’ and power readings of over 2000hp at the wheels have been registered.

So let’s get smoked!





BIGGEST IN THE SOUTHERN HEMISPHERE

For us folks here in Oz, Chryslers on the Murray is the BIG ONE. The biggest (and arguably the best) Mopar car show in the country, run by one of the smallest clubs remarkably. Probably because of its location – central to most of the eastern states and not too long a trek from SA if you can take your time, COTM continues to be the great pilgrimage for all Chrysler pundits around the nation.

If you've never been, you really need to go to experience it – at least once. It's a great place, so many more incredible cars than you'll ever see anywhere else, and the Albury-Wodonga Chrysler Club are the most gracious hosts. Members of the CCCSA regularly make the journey over, usually in big convoys. So getting there can be just as much fun as being there...

The first annual *Mopars on the Murray* (as it was then called) was an initiative of the **Albury Wodonga Chrysler Club** first held back in 1992. A one day show 'n shine, the event saw 60 Chrysler vehicles in attendance on the banks of the Murray River at **Hovell Tree Reserve** in Albury, NSW.

In the following years the show was expanded to a two day event and included a number of drives or "runs" to the various local tourist attractions and wineries. A swapmeet was added to the show in 1995 and has been successful in attracting specialist Chrysler vendors from across Australia. Entrants and enthusiasts alike now especially travel to Albury in the hope of finding that elusive part.

Chryslers on the Murray has grown continually over the last 20 years by being professionally run, even though all work is carried out by volunteers. Costs are kept to a minimum through sponsorship from the event's major sponsors, and from support and grants from local and state government.

Over the last few years, in excess of 600 Chryslers have journeyed to the Albury-Wodonga area to celebrate the Chrysler breed, making *COTM* the largest Chrysler show in the southern hemisphere. A mighty effort and one of which the **AWCC** are justifiably proud, considering their club's comparative size.

Dates for *COTM 2018* have just been announced as March 16, 17 and 18. This year's spotlight is on the AP5, AP6 & VC series of Aussie Chryslers.



QUEENSLAND'S SHOW N' SHOOT

Mopar Sunday has been described as Australia's number one All Chrysler drag racing and show n' shine event. Held at the famous Willowbank Raceway, it's definitely been around the longest – so it's held in high esteem. And well, certainly all facets of the Chrysler faithful do make that exodus for the sunshine state to *"unite to sacrifice rubber and celebrate the blessing that is Mopar Sunday..."*



**Queensland
Chrysler Association Inc.**
Established 1984

Presented by the **Queensland Chrysler Association**, the *Mopar Sunday* philosophy is simple. All cars must be **Mopar**-based in body and/or soul. It means you're always treated to a broad spectrum of the Pentastar product range at the event. Vintage, classic and modern Mopars from Aussie and American backgrounds mixed with a sprinkling of Japanese and Euro derivatives, and some choose to repower traditional bodystyles with brand-X powerplants, or upgrade non-**Chrysler** rides with Mopar hearts. You'll see street cars, four-wheel drives and dedicated drag cars – even a Chrysler 300 limo – running as quick or as slow as they damn well please, with DY0 classes usually the flavour of the day. Backing the racing up, there's always a healthy show n' shine, dyno competition and swap meet stalls so there is always something to appeal to everyone.

The Chrysler Hemi V8 has long been the basis for many high-end professional drag combos, which also makes Mopar Sunday the ideal event to enjoy exhibition runs from cars usually reserved for *Group 1* meets.







ROBIN AND MARG NEIGHBOUR

A pair of aces...

Hello fellow **Chrysler** enthusiasts,

We are **Robin** and **Marg** and are the owners of a 1966 **Dodge Phoenix** which we bought from our son **Paul** roughly 25 years ago after our **SV5000** was stolen and wrecked.

It was our daily driver for some 15 years until the need for seat belts arose via the grand kids, so the Dodge was put into semi retirement. As well as being the daily city hack we have had many great trips in the car crisscrossing Victoria and New South Wales – and in all of it's many interstate trips it has let us down only once at Terowie on the way to Port Maquarie when the water pump failed.

When Paul originally bought the car he was told it had come from a wedding car fleet (perhaps that may explain the relatively low mileage) and since we have owned it, it has been used as a wedding car several times for family and friends (just ask chauffeur **Iain Carlin**). It still looks really trick done up in ribbons and tulle.

Apart from the water pump, the only other parts we have replaced (not counting consumables) have been the brake drums, brake master cylinder and slave cylinders, some ball joints in the front end, a pinion seal in the diff and the power steering box has had new seals. But to the best of our knowledge, the engine, gearbox and diff have never been rebuilt – apart from the heads, which

were tidied up when we put gas on it. The odometer shows 150,000 miles and while the exact mileage is sadly unknown, as it was not working for several months, it's still not bad for an old V8 Poly.

Earlier this year we had the rear seat cushion restitched where the old stitching had let go and some new panels put in the front seats and fitted seat belts front and back so the old car is almost modern. Oddly enough none of the grand kids have ridden in the car since the belts went in.

As well as the Dodge, Marg and I both have **Ducati** motorcycles which we have ridden around Australia and many other long haul road trips. Our last adventure was to Cooktown and back. We also have a 1988 **BMW** on which we have just returned from a trip from Perth and the southwest of WA.

One night many years ago Marg and I went to a Chrysler car club meeting to gain some information on the availability of spare parts etc. This happened to be the **Chrysler Restorers Club** who I must say were most welcoming. By sheer chance, a bloke by the name of **Jason Rowley** happened to also be there – and he suggested that perhaps “his” club may be closer to what we were looking for.

So here we are!

– Marg and Robin Neighbour





Robin and Marg Neighbour











GREAT OCEAN ROADTRIP

Why are the smaller Chrysler car shows seemingly so much more relaxed?

For South Aussies, Chryslers by the Bay is most recognised as the third part of the mighty Mopar Marathon, on the way to COTM or on the way back to our own Adelaide Chrysler Festival. But the Bay show is no mere stopover, having carved out it's own unique identity. It's a laidback open day – more like a casual meet and cruise rather than a full-blown event with all the logistics – which many participants quite enjoy as a refreshing change.

The **Bay City Chrysler Car Club** hosts the annual *Chryslers by the Bay* show and shine on the lush lawns of the magnificent **Geelong Grammar School** in Corio, every March.

This event attracts a large display of Chryslers from all eras including some early vintage **Dodges** and **Plymouths**. There are always plenty of muscle cars from the 60s and 70s as well. The show and shine always has a good turnout of mint condition family sedans including **Valiants**, **Sigmas** and **Centuras** from the 70s. Newer generation cars are also well represented with current **Jeeps**, **Dodges** and **Chryslers**.

There are quite a number of different divisions in the competition and trophies are awarded to the best vehicles categorically. The event also includes a trade show and swapmeet, plus it is also a great place to pick up a car with several usually being for sale.

It's a beautiful venue for a car show, so next time you're planning on heading east or to Melbourne...



MOPAR CENTRAL VICTORIA

Midstate Mopars, presented by the Central Victorian Chrysler Club, sees cars from all around the country attend a series of events in Bendigo usually over the Queen's Birthday long weekend in June every year. This includes a cruise and the very popular show n' shine and swapmeet held in the middle of Bendigo's town centre. 2013's show had a record 362 cars on display around the Bendigo Town Hall, with many thousands of people attending. Yes, the streets of this beautiful historic township become an open show for all sorts of Chryslers from all over the country. It's quite a privileged experience.



Originally only a static car display around one of Bendigo's lakes, *Midstate Mopars* 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 has 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.

The **CVCC** was formed in June 2005 as a social club. Since then they became an associated club and currently have over 80 financial members. The club arranges a club run every month, often to an organised event such as a swapmeet or car show. The CVCC is open to new members with a passion for the preservation and restoration of all marques of Chrysler vehicles, both cars and commercial, old and new. For more info about membership visit the website at midstatemopars.com





Not content with this, the CVCC also support the running of the Mopar Nationals... a Chrysler-only drag racing event!

The Mopar Nationals is always held on the first Saturday in December. 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 about 20 minutes east of Bendigo. It was a huge risk to move the event inland, however there was little other choice. But it still went off! And continues to do so...

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. The event is run as a *Test&Tune* and *Show&shine* for all make and models of Chrysler. Many are first time racers, others are season veterans. The day is relaxed, casual and stress free. It is also 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 drivers to see who takes home the title of *Mopar Nationals Champion*. In 2013 our very own **Bill Hondros** won the event in his **Bergamin Brothers** prepared VH hardtop!

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

Head to [facebook/MoparNationals](https://www.facebook.com/MoparNationals) to find heaps of photos, videos and action from previous events and across the world.



**Sewer and stormwater
drainage specialist
New homes and additions
Bathroom renovations
Hot and cold water systems
Gas fitting
Mini excavator
and backhoe hire
General maintenance
Servicing All Areas**

**For All Your Domestic and
Commercial Plumbing Needs**

0409 404 940





NO ONE UNDERSTANDS YOUR
PASSION LIKE SHANNONS

The passion, the pride of ownership, the sheer emotional attachment - no one understands it better than Shannons.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.



So call Shannons for a    quote on **13 46 46**.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



glow
HEATING • COOLING • ELECTRICAL

**Chrysler Car Club Members
Receive 5% OFF**

- ✓ Air Conditioning - All Types & All Brands
- ✓ Solar Power Systems
- ✓ Underfloor Heating - Hydronic & Electric
- ✓ Radiator Heating
- ✓ Supply, Install, Service & Repair
- ✓ Electrical Work - All Types
- ✓ Hot Water Systems
- ✓ Electric Fires
- ✓ Gas Heating
- ✓ Energy Saving Solutions
- ✓ Residential & Commercial
- ✓ Wood Heaters

*Whole of Home
Solutions,
BIG or SMALL!*

www.glowhce.com.au

CITY - 8397 6100 SOUTH COAST - 8554 2860



garden party

CHRYSLERS AT CARRIBEAN

CARRIBEAN GARDENS, EAST MELBOURNE

The Victorian chapter of the Chrysler Restorers Club of Australia (founded in 1975) holds its annual display day every year in October at the Caribbean Gardens, on the corner of Ferntree Gully Road and Stud Road in Scoresby – a southeastern suburb of Melbourne, about 29km from the CBD.

Chryslers at Carribean is the biggest Chrysler display in Melbourne, with more than 250 Chrysler related cars of all ages attending. And, there is also a Chrysler items only swap. There's lots of judging categories and cars can enter from 9am – those wishing to be judged must be present by 10.30am. The coveted awards are then presented at 1pm.

The show has been steadily gaining in popularity in recent years, especially with **Mopar** folks down the eastern seaboard. It has become particularly famous for its prevalence for authentic restoreds, and while a very well organised event, it still enjoys a laidback atmosphere in one of the most idyllic environments around for a show n' shine.

Entry to the gardens only costs \$2.50 per adult and \$1 per child under 13 and aged pensioners so the car show is free! Get along there one day, and take your clan and friends. You'll see a fabulous variety of Chryslers on display as well as fun for all the family.

For enquiries and updates, visit chryslerclubvic.org.au

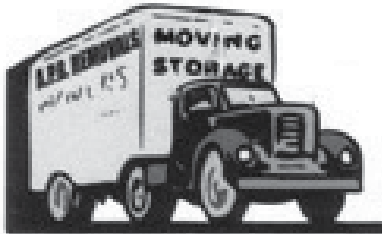
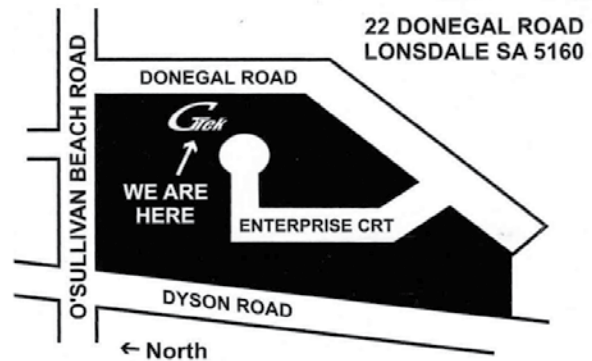




- Automotive Repairs
- Servicing
- All Makes & Models
- Classic to Late Model Vehicles
- Performance Vehicles

**24 Donegal Road
Lonsdale SA 5160**

**Phone Andy
(08) 8326 1711
0408 821 608**



A.P.R. REMOVALS

A N D S T O R A G E

Peter Karapetis

0417 819 451
AH (08) 8373 1388

Over 17 Years Experience

- Antiques and Storage A Specialty
- Houses • Flats • Units • Offices • Schools

OVER THE HULLABOR

Every year, a strong contingent of Chrysler folks from the mighty Charger Club of WA usually make the long journey across to SA to join us for our own festival weekend. Why not return the honour and see the beautiful city of Perth, and some different Mopars?

Motorvation

One of Australia's biggest and best street machine and custom car shows enjoyed its 30th running this January just passed. This year the event was held over three great days at the **Perth Motorplex** starting on Friday 22, continuing on Saturday and finishing on Sunday January 24.

The event saw the return of all the popular activities including the sensational day and night **Motorvation Burnout** competition, driving events, **Sound Off**, dyno comp, **Miss Motorvation** and so much more – including the **Motorvation Megaskid** competition!

For more information visit the festival's website at motorplex.com.au/motorvation

Motorvation is a combined effort of a number of different car clubs and their respective marques, including our own cousins the **Charger Club of Western Australia**, who are an integral and regular participant.

The **CCWA** is open to all enthusiasts that have an interest in any **Chrysler** products. The club currently has around 200 members and conducts monthly club events and meetings. Cars in the club range from as early as 'R' Series **Valiants** through to CM Chryslers and various American models – including American **Chargers**, **Challengers** and **Cudas**. They also cater for new Chryslers such as the **300C**, **Neons**, **PT Cruisers** and **Jeeps** if that's your preference. The club was established in 1996 as a Valiant **Charger** only concern, which was changed shortly after. This is the only club in Western Australia catering for all forms of the Chrysler marque.

Everything Chrysler Day 2017

Around April every second year, the Charger Club of WA hosts the **Everything Chrysler Day**, and in 2017 they chose the Perth Motorplex as the venue. There were plans to have drag racing as part of the festivities, but unfortunately the venue costs and insurance put paid to that.

While most events at the Motorplex have been held in the pits area, **ECD 2017** utilised a grassed area and the parking lots at the main public entrance. According to reports, there was ample room for the 160 or so cars that showed up, and while the grass looked a little bit worse for wear, the elevated location did catch a bit of breeze when the shade was hard to come by.

The Charger Club have been commended for coming up with a pretty good format that means you aren't stuck in a deckchair looking at your car all day. Including a mini-cruise – which often results in a little bit of spirited driving and some acts of controlled traction loss – as well as a **Go-to-Whoa** and a **Gymkhana** event. Word also has it that it's quite interesting to watch the difference in the handling characteristics between a late-model Challenger and the 60s and 70s Mopars – think blue fin tuna versus floundering whale.

Last year there was a huge variety of cars on display, with all branches of the Chrysler family tree present and correct – even Chrysler-powered cars such as **Jensen Interceptors**, **Facel Vegas** and **Bristols**. Thanks to Chrysler purchasing **AMC** in the late 80s, **Ramblers** were also welcome, so a handful of Javelins, a couple of **Americans** and a **Rebel** showed up.

The Charger club are a great mob, with some fantastic cars – and a lot of fun. We should try and get over there... return the favour!



SMART ROAD AUTO WRECKERS



Ph: 8396 2599 • 8265 4114
156 Smart Rd., St. Agnes 5097

**ALWAYS
BUYING
CASH PAID**

**SPECIALISING
IN BUYING
& SELLING
CHRYSLER
VALIANT
HOLDEN
FORD**

JJEM Finance Solutions

Home Loan Finance
Business Loan Finance
Vehicle and Equipment Finance

Australian Credit Licence Number 406716

John Koznedele
Director
Mobile: 0432 687 837
Email: john@jjemfinancesolutions.com
www.jjemfinancesolutions.com

PRICE ALEXANDER MOTORS

Phone: 08 8271 4330

Steve Manuel



Extensive history of servicing and mechanical repairs to Chrysler valiant cars.



Complete Engine Bay Restorations
Engine Overhauls
Brake, Steering and Suspension Specialist
Classic Car Specialist
(Including all make of Chryslers)

455 Goodwood Road
Westbourne Park
South Australia 5041



bali high

THE CUSTOM CAR SCENE IN INDONESIA

BEACHIN' RIDES

Bali is a fascinating enigma. A tropical paradise grappling to cope with the enormous impact of tourism and westernisation. The traffic and pollution of expanding urbanisation is crashing in on this beautiful little island. No more so evident is this than on the roads of the major regencies (city-provinces).

I sat back one afternoon at the bar of my hotel in Seminyak and watched the world go by. The traffic down on the main strip out the front was absolutely full-on. Mad! Constant chaos. But it was captivating to see all the many various motorcycles, cars, trucks and buses the Balinese (and tourists) get around in. You soon realise what the Balinese value in their driving experience, notice what they think is 'cool' – and hence how they customise their rides.

With the help of my friend Kia, I learnt a bit about their car scene. And discovered that just like us, the Balinese love their ride too...

While sometimes you wonder if what they do to their rides is maybe kooky, kind of naïve or just plain dorky – you have to remember Indonesia is a 'second world' country that receives all the latest trends, fashions and technology long after we do, so in many ways this quirkiness is just playing catchup. The average joe isn't as wealthy as back in Oz either, so petrolheads here have to make do with whatever resources

and products are available. State-of-the-art gear like alloy mags and performance mods are hard to find and must be expensive to import. You see a lot of homemade panel-beating and bog too.

As soon as you step out of **Denpasar Airport**, the first thing you'll be blown away by is the traffic. It's insane. Cars and bikes cutting in and out, roads barely wide enough for one car let alone two each

way, apparently no road rules, but all the while miraculously not running into each other. All that chaos and yet not one finger or a curse to be heard. Man, the Balinese are so chilled.

Most of the traffic carparking the highways are vans and buses taxiing tourists all around the island. Unbelievably, you'll still see the odd full-size coach precariously negotiating the narrowest





of streets or mountain passes, but minivans are everywhere – mostly five-seaters smaller than the regulation six-seater we'd expect in Oz. Vanning never died out in Bali. Local 'hoons' adorn their **Suzuki APV** with gawdy rainbow stripes, kinda dated manga cartoon graphics and for some reason, exaggeratedly extended exhaust pipes up and over the back like mutated organ-pipes. Mag wheels are quite often those cheap and nasty plastic clip-on hubcap covers.

And then there are the bikes, the most convenient and second-nature transport of choice. Bloody millions of them!

But predominately small bikes, not big tourers or sports rides like we prefer here. Although I did see on one rare occasion a **Harley** (ridden by an ex-pat wanker looking completely out of place however). So many different scooters, mopeds, underbones and smaller CC trailbikes.

You'll see barefoot children without helmets flying around on a rickety **Yamaha 125**. Entire families, sometimes two adults and three little kids clamouring to stay upright on a **Honda Scoopy** like a circus act. You'll see vendors balancing fuel cans, pots and pans, or rice bags on broomsticks while they wobble along on an old Suzuki underbone. In Bali there are **Vespa** clubs who do runs all around the island, and some of them are even outlaw! You'll

also see postie bikes chopped and raked with radical airbrush murals. **Deus Ex Machina** and **Harley Davidson** actually have prestigious showrooms in Bali, just as sexy to all the tourists as the richest Aussie label surfshops.

There aren't as many cars as vans on the road in Bali. Only the very rich can afford a sedan and the SUV is actually used off-road here, mostly by tour companies. My driver **Buddy** (real name **Fadillah**) told me how most private cars are Japanese or Korean – such as **Kia**, **Toyota** and **Suzuki**, with the occasional European import like a **BMW** for a foreign elite. He used to be a limousine driver for Russian mafiosa!

Interestingly, the more hip young locals love their **Volkswagen**, particularly the **181 Thing** – a boxy safari softtop built on a **Beetle** chassis not unlike a **Kubelwagen**. A very popular car around the tourist resorts – indeed my mate **Kia** was saving up for one of these jeepish descendants of the **Karmann Ghia**.

There is also a scene (for mostly richer young 'cool cats' I'm guessing) for salon-style street-racing ricers a la **The Fast and the Furious** in Bali. On occasion I did see an EFI **Honda** or a **Mitsi** with low-profile rims, cannons, boom boxes and a muraled paintjob. Just like you see here, although maybe not so cool, as some of their ideas and tastes are a little curious.

Speaking of curious ideas... some of the locals' ideas for personalising their trucks is both colourful and rather beguiling. In Indonesia it's fashionable to give your truck a flamboyant name (like "Sexy Wheels", "Batman" or "The Chain Smoker") with a lettering sticker across the windshield – to start with. But others then take their truck's personality much, much further. Several modifier shops in Bali, along with fitting body and function mods, take great delight elaborately skinning trucks with gawdy graphics, photos of favourite moviestars and (kinda random) lines of English text (appropriated out of context) in various fonts. Words and quotes they find cool I'm guessing (but barely understand). They cover the cab and the tray. And it's not advertising. It's like they've just discovered digital type and are expressing themselves with it wherever they can! Actually reminds me of the jeepney tradition in the Philippines and buses in India.

What inspired this article was my surprise to see an old **Holden** randomly here and there – usually tricked, but mostly fallen into a state of disrepair and ravaged by rust. I spotted a couple of EKs and HQs in Ubud. Holdens and **Valiants** were exported out from Adelaide to many parts of southeast Asia. In Thailand they were employed as taxis before the tuk-tuk (nowadays a troop-carrier style jeep or a ute –

THE BALI CLASSIC MOTOR SHOW



The custom and resto car scene is really only in it's infancy in Indonesia, but Bali is leading the country as home of the **Bali Classic Motor Show**.

Gede Agus Mahendra Pendit, head of the event, revealed the stars of the show this year were a 1946 **Dodge** and a 1947 **Chrysler**. "These two limousines were once used by Sukarno," he said. "Back then they were considered to be one of the fanciest cars."

Another consultant to the car show, **Jos Dharmawan**, said that besides Sukarno's former rides, they would also display other vintage and rare cars such as a **Buick**, a 1937 **Mercy** of which there are only five in the world, and a 1958 **Plymouth** that was once used by **Fatmawati Sukarno**. "In total, there are 62 vintage cars and around 20 vintage motorbikes," Dharmawan said. "We hope that they can attract tourists to come to Bali while the show is happening."

The head of Bali's Tourism Agency, **A.A. Gede Yuniartha**, supports the event, saying that several vintage car shows in other countries feature as part of tourism programs. "Like in Europe, from France to Russia, there are many shows like these and a lot of people visit them," said Yuniartha. "I hope that this will be a routine annual event that can attract both domestic and international tourists."

In general, the cars on display at the show are dominated by cars that played a role in Bali tourism during the 60s and 70s. "This year's theme combines Bali tourism with the automotive industry," Pendit said. "Back in the days the **Impala**, **Holden**, and **Chevrolet** were the vehicles of choice for tourists who came to Bali in the sixties and seventies, even up to the eighties. So those are the kinds of cars that we will be highlighting."

The Bali Classic Motor Show has invited vintage cars club from Jakarta, Yogyakarta, and Bandung to participate in the event.

such as a **Hilux** – with an ironframe welded onto the tray to fit wooden bench seats and a canvas awning) made a comeback from the old three wheeled rickshaw, and in HongKong Valiants were used as police cars.

I'm guessing that many ex-pats brought their Holden over to southeast Asia with them too. A regular size in our land, in Bali they're considered big cars and therefore prized as exotic. Old Holdens in Bali are like **Chevys** in Cuba!

One of the more curious things you'll find when you're getting around is how petrol is typically sold at *warungs* (small restaurants, usually in the front of people's homes) or by

street-side cart vendors, in re-purposed old gin and vodka bottles!

And if you're lucky enough to be in Bali around August, the **Indonesian Vintage Car Association** or (PPMKI) holds the **Bali Classic Motor Show** at **Lotte Mart** just off the busy Jalan Bypass in Denpasar. It's only in its third year, but the show is growing in fame. The collection of cars on display in 2017 featured a 1946 **Dodge** and a 1947 **Chrysler** used by Indonesia's first president and national hero **Sukarno**.

Again, it's quite quirky to see a carshow in another country. Gives you some perspective on what we see here at home.

So do yourself a favour, and go and visit our neighbours. You'll love it. I'm going back again.

Bali is a beautiful place so very different from Oz, inhabited by beautiful people. And it's not just about cheap partying or great surfing – sure, you can always enjoy watching **AFL** in a bar, but Bali is rich in culture and history. As well as the beach, make sure you check out all the temples, ricefields and jungle. Visit the famous arts and crafts of Ubud. Trek the hills and climb those volcanoes.

Just be careful when you cross the street!

"*Suksma Bali!*"

– **Dave H** (with thanks to **Kia** and **Buddy**)





ShowBlock Wines

Organically grown,
clean and natural wine
Family Owned and Operated
100% South Australian
Based in McLaren Vale

"We found ShowBlock and it was like a welcomed family reunion! In short order we got stuck into some serious tasting and discovered some lovely wines. John and Sarae truly make wine in a style that they like to drink and it shows. These are lovely drinkable wines that are well priced and great value."

- Wine Walkabout

www.showblock.com.au



SA GREAT

The Bay to Birdwood is the largest, continually held motoring event for veteran, vintage and classic vehicles held anywhere in the world. It is an event that truly has no age limit, boasting a reach across a broad demographic. Participants even dress up retro to get into the spirit.

With a history spanning back to 1980, the Bay to Birdwood is one of the strongest and most loved brands in South Australia.

The Bay to Birdwood consists of two events run alternative years – the **Run** and the **Classic**.

The Classic is an event for cars manufactured between 1 January 1956 to 31 December 1981. This event is run in 'odd' numbered years ie. 2019, 2021, 2023 etc...

The Run is an event for cars manufactured up to 31 December 1959. This event is run in 'even' numbered years ie. 2018, 2020, 2022, etc...

The Bay to Birdwood is a community event. From over 5,000 participants in entrant vehicles, to the hundreds of volunteers, right through to the tens of thousands of spectators lining the 70km route to watch this historic motoring cavalcade, as it travels through metropolitan Adelaide and the hills region on its way to its final destination, Birdwood.

Here, car enthusiasts and spectators enjoy an afternoon of car displays, entertainment and the very popular judging for the *Fashions in the Field*.

The South Australian community has truly embraced the event with their continued support on the last Sunday in September each year. The whole city embraces this as part of Adelaide life.

The Bay to Birdwood is organised by the **Bay to Birdwood Run Committee Inc**, a not-for-profit incorporated association recognising two equal partners: the **Federation of Historic Motoring Clubs in SA** and the **National Motor Museum**; a branch of the **History Trust of South Australia**. Car clubs are encouraged to participate as organised groups in convoy.

The Operations Committee manages the event and is made up of experienced volunteer members from the Federation and staff of the National Motor Museum. Volunteers also have an important role and assist on the day with provision of first aid, fire safety and marshal manpower.

The next Bay to Birdwood Classic will be held on Sunday 30 September 2018 and is open to original veteran, vintage and early-classic motor vehicles.



BAROSSA VALLEY *Sound & Vision*

P.A. and vision hire and sales

6 Petra St, Tanunda

Ph/ Fax 8563 0455

Mob 0427 004 440

ALL GASSED UP **Diecast and Collectables**

Sally Anne and Grant Bradford

27B Edward Street

Langwarrin VIC 3910

M 0416 100 643



**DOMESTIC &
COMMERCIAL
WASTE
MANAGEMENT**

**19-25 Murray Street
Thebarton**

<http://www.metrowaste.com.au>

ALL MAKES, ALL ERAS, ALL WELCOME

The ancestor of the CCCSA, the Chrysler Modified Vehicles club, has its origins as an associate of the Street Machine Association of SA. This overview of SMASA – and it's famous annual Show N' Shine, was compiled from two essays written by Jim Wolf and Kevin McCall, which appeared in SMASA's magazine *The Distributor* – generously provided to us by John Antinow. Today, many CCCSA folks still are SMASA members also, and there probably is no bigger or better custom car show in the state...

Jim Wolf, Trevor Cass, Kevin McCall and Dennis Gauchi founded and legally incorporated SMASA on July the 17th 1980.

Kevin and Jim were members of the **South Australian Modified Street Car Club** while Trevor was a member of the **Modified EH Holden Car Club of South Australia**. They also mixed socially with many of the members of other clubs.

The list of clubs active at that time were all clubs that to some degree were individual identities with very individual needs.

They were:- **Modified EH Holden Car Club, 48 FJ Holden Car Club, Early Model Holden Car Club of SA, Houghton Modified Street Car Club, South East Street Machines, General FX-FJ Holden Car Club, Southern Earlies FX-FJ Club, Chrysler Modified Vehicles, Volkswagen Club, Cortina Car Club, SA Panel Van Club, Mini Car Club, Mazda Car Club, Studebaker Car Club, SAMS Car Club, Corvette Owners Car Club, ACES Car Club, Mt Gambier Modified Street Car Club, and the Ford Customline Club.**

Some of these clubs still exist today, many do not, and others have formed into new clubs.

Magazines in circulation at the time included:- **Custom Rodder, Restored Cars, Van Wheels, Graffiti Rods & Customs, Graffiti Street Cars, Street Machine and Australian Street Rodding.**

Anyway the three were sitting around Jim's place one Friday night (after a usual Friday night outing together) shooting the breeze about street machining and modified cars, when talk moved to how there was no 'body' to represent street machines and modified cars in the state. Yet there were many car clubs all doing their own thing in a fragmented way. The movement did not have a good public image at the time and there was no insurance for modified cars.

So they decided all that needed to change!

Trevor, Kevin and Jim decided they would hold a meeting in the city and invite all the car clubs along – to pitch the idea of uniting all the clubs together as a unified body to enhance the street machining/modified cars movement.

Around this time also **Dave Ryan** from **Rare Spares** in Victoria was banding around the idea of each state in Australia setting up

associations, with the main aim of setting up a national body to represent street machining and modified cars on a national basis.

The first meeting at the **Box Factory** was a huge success with over 100 people attending with representatives from all the clubs the three guys had lobbied, plus some others, the **Road Traffic Board** and some government officials. The **Street Machine Association of South Australia** was born!

Early meetings as an Association were then held in a small room at the **Walkers Arms Hotel**, and it was there that the idea of a state show n'shine was born to showcase the best of our cars to the public.

What was missing around that time was a body to represent the interests of post '48 modified vehicle enthusiasts with common issues and needs. Street rods were **ASRF** covered and the **TAC** looked after their requirements engineering wise, and it still does to this day. Post '48 enthusiasm was developing, but alone, and to most people the movement was unheard of; if you were an enthusiast you were either a *hot rod* or a *drag racer*; the term *street machine* was not well known.

SMASA's mission was to cater for post 48 vehicles whether they be restored, original or modified.

And to give street machiners an identity of their own, SMASA then created the **Show and Shine**.

Their first Show and Shine was held at **Modbury Sporting Club** in the summer of '81, and it was a grand start.

As a result of this event, SMASA came to the attention of the street rod movement who were concerned that we may branch out on our own with static display vehicles similar to the **Hot Rod Show**. SMASA met with the then **Adelaide Rod Show** organiser, **John Bryant** and reached an amicable agreement on vehicle classifications for judging as well as the show being billed from that point on as the **Hot Rod and Street Machine Show**. SMASA also liaised with **ANDRA** and had displays of drag racing vehicles at their shows.

SMASA also began to liaise with other street machine associations in Queensland, Victoria and NSW to assist in forming a national body – and it is from here that sometime later, what is now the **Summer Nats** came into being..



CONCOURS & CUSTOM RESTORATIONS; BRETT CUMMING

Testimonials

Brett's a super friendly bloke always down for a chat and if he knows anything its cars. Couldn't recommend him more. I wish I could give this legend 6 stars!

– Mike Sanchez

A bloke with a real passion for his work. The commitment Brett makes to the job at hand is like none other. Perfection is Brett's only standard of work. He's a gun alright!

– Wendy Bradshaw

Would highly recommend Brett. He does high quality work for all your restoration needs. Keep up the good work, Brett.

– Peter Richardson

For a Job well done see Brett. Brett is very particular about his work. Nothing less than 100% perfect is his motto.

– Elaine Cumming



Specialising In

**Rotisserie Restorations . Bare Metal Resprays . Lead Wiping
Media Blasting**

**Hand Made Rust Replacement Sections
By Appointment Only 0421 472 688**



driving the cause

AUSSIE MUSCLE CAR CHARITY RUN

GOOD VIBES ALL AROUND

The Aussie Muscle Car Run is the Leukaemia Foundation's annual leisure car cruise to help raise funds for all Australians living with blood cancers. It's a helluva great cause, and according to our own Danny Caiazza, a helluva lot of fun.

Wanna make a difference to the world – by simply enjoying your car? If you can gain sponsors and fundraise it's even more rewarding.

The Aussie Muscle Car Run is open to muscle cars of the golden era of Bathurst, built between 1963 and 1977. Replicas are welcome and the organisers also consider special interest vehicles. The run provides registrants with the opportunity to enjoy time travelling with fellow muscle car lovers in iconic cars through iconic Australian scenery. The event started in 2012 and has since raised more than \$2.24 million for the Leukaemia Foundation if you're ever down that way. Meanwhile, be sure to visit aussiemusclecarrun.com for more info.

The epic adventure in 2018 will be:

Day 1, Saturday 27 October – Adelaide to Tailem Bend; 295km, cruising through Fleurieu Peninsula

Day 2, Sunday 28 October – Tailem Bend; **The Bend Motorsport Park**

Day 3, Monday 29 October – Tailem Bend to Mildura; 391km, cruise day, Mallee and Riverland

Day 4, Tuesday 30 October – Mildura to Renmark; 160km, drags

Day 5, Wednesday 31 October – Renmark to Wilpena Pound; 486km, **Outback Flinders Ranges** experience

Day 6, Thursday 1 November – Wilpena Pound to Barossa Valley; 427km, **Collingrove Hill Climb**

Day 7, Friday 2 November – Barossa Valley to Adelaide; 108km, **Mallala Motorsport Park, Presentation Night**



LIGHTFORCE

And then there was light... a local South Aussie business doing well all over the world!

Whether camping in the wilderness, hunting a predator or off-roading through rough terrain, we are there to light the way.

Based in Hindmarsh here in Adelaide, **Lightforce** equipment is tested in one of the harshest environments in the world; a place filled with adventure and opportunity.

Lightforce continues to build its global presence by serving those who value innovation, performance and design.

When you choose Lightforce, you...

- Redefine the night
- See more adventure
- Master your environment
- Extend your day.

With more than 35 years' experience in the field of precision manufacturing, Lightforce has forged an international reputation as the world's leading manufacturer of innovative 12-volt professional lighting equipment and tactical rifle scope optics.

Lightforce now exports to more than 50 countries, supplying products that are designed and manufactured to deliver performance in the most hostile conditions. From the frozen Arctic tundra to the scorching heat of the Australian Outback, Lightforce products are built to go the distance.

If you need more advice on any of our products please call the **Lightforce Customer Service** team on **1800 03 03 08**.



Lightforce
PERFORMANCE LIGHTING

HTX

HYBRID TECHNOLOGY XTREME

THE ULTIMATE FUSION OF HID AND LED TECHNOLOGY

- 70W HID fast start internal ballast
- 80W LED
- Independently switched 3 mode operation
- 170mm reflector
- IP69K rated
- Genuine Gore® membrane
- 3 year warranty

Lightforce DL230 HTX: 70W HID • 1768m @ 1 LUX / 80W LED • 92m Wide @ 1 LUX

0 200m (219yd) 400m (437yd) 600m (656yd) 800m (875yd) 1000m (1094yd) 1200m (1312yd) 1400m (1531yd) 1600m (1750yd) 1768m (1933yd) 48m 0 50yd

NATA National Association of Testing Authorities Accredited, Australia 2015. Photometric testing performed by Photometric Solutions International Pty Ltd (PSI) Huntingdale VIC

lightforce.com

CARS FOR SALE

1980 CM Regal
4.3 ELB 265. Chestnut Brown with tan vinyl roof.
Dual Fuel. Floor Auto. 289,000kms.
\$4,500 Neg.
– Dario Russo 0438454724

PARTS FOR SALE

RHS chassis rail for valiant, sand blasted & in primer, no rust \$400
– Steve De Wit 0418 176 473

Wrecking AP-CM Valiants
SMS or call your parts requirements and I'll get back to you
– John 0419 146 294
karndakorunye@bigpond.com

PARTS WANTED

VH or FJ instrument cluster housing (dash).
Don't need gauges
– Dennis Mitchell 0413 244 678

CJ radiator set-up
(radiator, fan shroud, spacer bracket) for V8
– Josh Hammond 0413 710 442

Wagon tailgate to suit CM (prefer electric),
Four speed parts,
CSA speedstar wheels
(suit Ford up to EL and should suit Valiants)
– Suzannah 04218 897 704

PARTS FOR SALE / SWAP

VH large diameter tachometer for 770 dash for
a VG or VH small diameter tachometer
– Dennis Mitchell 0413 244 678

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....



Australhose (SA) Pty Ltd
9-11 Endeavour Drive, Port Adelaide SA 5015
Ph: (08) 8240 2222, Fax: (08) 8240 5656
Email: hose@hose.net.au
Web: www.hose.net.au

INDUSTRIAL HOSE
CAMLOCKS
DUCTING
HOSE CLAMPS
VALVES & FITTINGS
LAYFLAT
MINING EQUIPMENT
FIRE EQUIPMENT
INSERTION RUBBER
FUEL EQUIPMENT
MOUNTINGS
FUEL WATER SEPARATORS

ELKO
PERFORMANCE PARTS

VALANT SPARES & REPAIRS

sales@elko.com.au

(03) 9761 6044

www.elkoperformance.com.au

*Experience the
Schinella Style of Service*

BUY | SELL | RENT

8294 4484

THE  AGENCY

SCHINELLAS

LICENSED REAL ESTATE AGENTS | RLA 236426 |



SCHINELLAS.COM.AU | 63 TAPLEYS HILL ROAD GLENELG NORTH



24A HINDMARSH AVE
WELLAND SA 5008
www.hyka.com.au



Phone for a HYKA Reseller/Partner in your area



HYKA
I.T, AV & IPCCTV DISTRIBUTORS



P: (08) 8340 3338
F: (08) 8340 3337
E: salessa@hyka.com.au



TV | MODEMS | MOTHERBOARDS | CAMERAS | CPU'S | PLUS MUCH MORE!

BRIDGESTONE



976 South Rd
Edwardstown
08 8297 6055

www.bridgestoneselect.com.au



Event	Date/Time	Location
CCCSA March 2018 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 March 6, 7:30pm	West Adelaide Football Club, Richmond
Chryslers by the Bay <i>For info: facebook.com/Bay-City-Chrysler-Car-Club-Geelong</i>	March 12	Geelong Grammar, Corio VIC
Chryslers on the Murray <i>For info: alburywodongchryslerclub.com/2017-chryslers-on-the-murray</i>	March 16, 17, 18	Gateway Lakes, Wadonga VIC
Adelaide Chrysler Festival Meet N' Greet Mopar Megacruise All Chrysler Day 2018	Friday February 23, 6pm Saturday February 24 Sunday February 25, 10am-4pm	Chrysler Bar, Tonsley Hotel TBA Tonsley Park
CCCSA April 2018 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 April 3, 7:30pm	West Adelaide Football Club, Richmond
Coffee morning meet and greet with the Ford Owners Car Club	Sunday April 15, 9am	Rear carpark Kmart Kurralta Park from 9am then cruise off for lunch in the Woodside area
CCCSA May 2018 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 May 1, 7:30pm	West Adelaide Football Club, Richmond

45
YEARS
Since 1971

adrian brien



Your experience is our priority

AMS
SECURITY

Adelaide Metropolitan Security

•Patrols •Guards •Alarms Phone: **8242 6111**



Shine by  Wheels by *American Legend*

Visit meguiars.com.au Visit americanlegendwheels.com

WILLSHIRE™

"It's what's on the inside that counts"



CHRYSLER SPECIALISTS

- Full Re-Trims • Head Linings
- Steering Wheel Re-covering • Carpets & Door Trims



INTERIORS & SOFT-TOPS

- Full Restorations • Seat & Foam Repairs • Carpets
- Vinyl Welding • Leather Trim • Custom Soft-Tops



SEAT BELTS & RESTRAINTS

- Seat Belt Supply, Service & Repairs
- Classic Car / Compliance Fitments
- Restraint & Anchor Point Installation

4 Deacon Ave, Richmond SA 5033 • P: 8292 2500 • E: sales@willshire.com.au

www.willshire.com.au



DIFLOK

the
Dinosaur
Slayer
by arsis



adrian brien



Adelaide's Largest **Chrysler, Jeep & Dodge** Dealer



FOR THE DRIVEN

CHRYSLER 300



Introducing the reborn Chrysler 300. With a bold new face, smooth handling and a luxurious interior with 7-airbags, a reverse camera and an 8.4-inch colour touchscreen, travel life's journey in style and comfort. The Chrysler 300 isn't just for anyone. It's for the driven. Discover more at adrianbrienjeep.com.au

adrian brien



Corner of 1305 South Rd & 1 Ayliffes Road, ST MARYS Phone 8374 5444

Rick McLoughlin - 0400 273 699 | Alan Anderson - 0451 972 212

adrianbrienjeep.com.au

LVD173. Chrysler is a registered trademark of FCA US LLC. AB1094