



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**ADELAIDE
CHRYSLER
FESTIVAL
2018**



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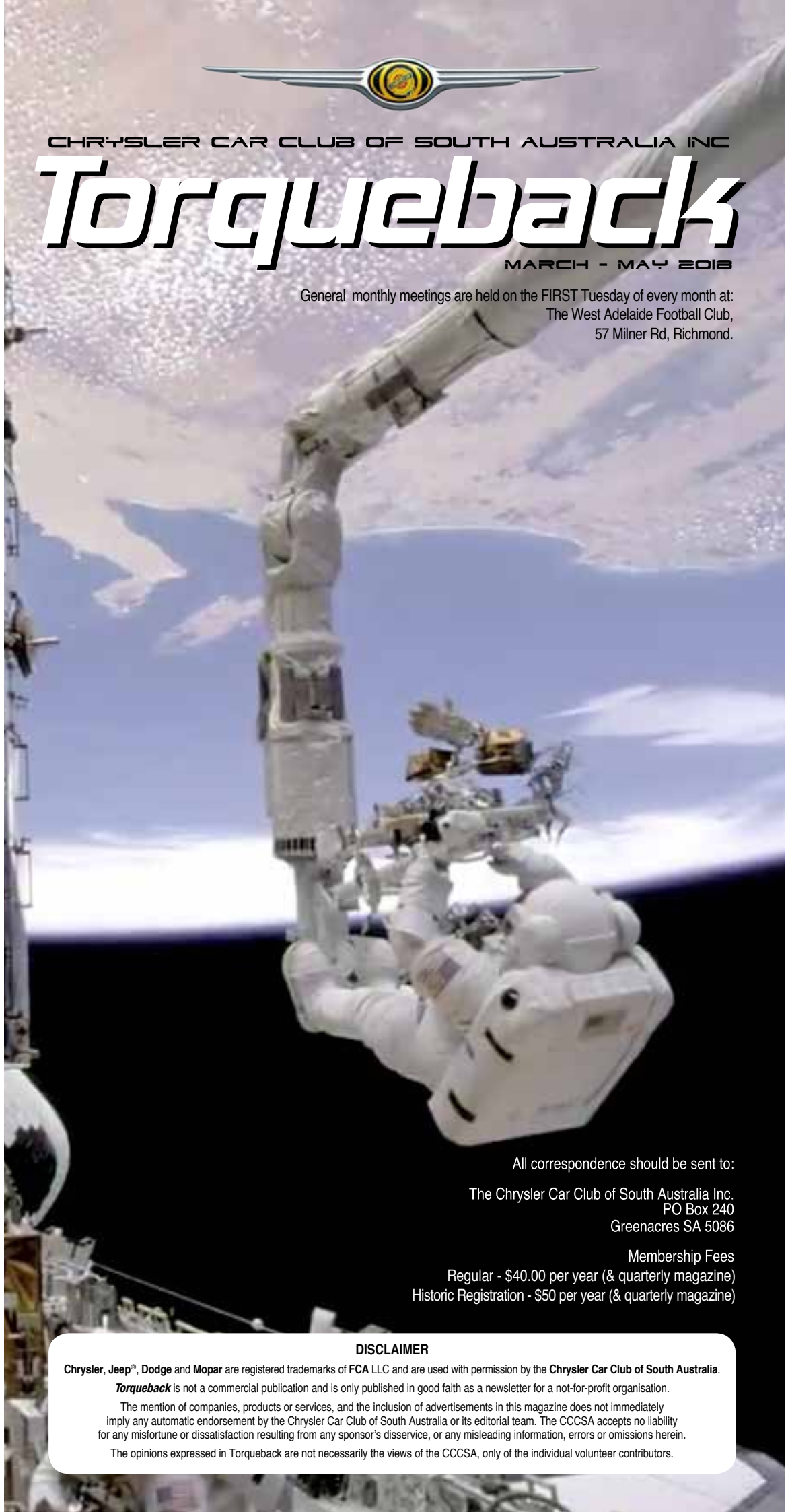


CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

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G'day. Welcome to **Torqueback** magazine issue 32, the **Shannons 2018 Adelaide Chrysler Festival** pictorial Special in full colour.

How awesome was the **ACF** this year?

Tonsley Park smashed it! In fact the whole weekend was epic. Maybe I wasn't so nuts after all. The feedback has been overwhelmingly positive, both officially and even out there amongst the great unwashed on social media.

We received formal congratulations from **Carolyn Harris** and **Tim Schapel**, the respective presidents of the **CRCSA** and the **R&S** clubs. And then a heap of personal letters. **Ashley Farrow** added how he had two visitors with him from Oregon in the US (he had attended their **WPC National Meet** last year around August in Tacoma, Washington) and they wanted to pass on how impressed they were with the **CCCSA** and the whole weekend. Particularly to hold the show at the factory. *"They never do that in the States."*

We also received a glowing review from the mighty **Charger Club of WA**. I love it how they always have a total ball over here – it reminds me of a footy trip!

While we realise there is just no comparison – we'd never ever get 855 cars along as Albury did this year, on **Facebook**, **Clint Rogers** boldly declared *"that Adelaide makes COTM look like a simple cousin..."* (paraphrased). **Mal Venn** asked for a reason – *"Or is the grass greener? Which is saying something for Adelaide... LOL"*. To which Clint replied, *"I think better quality tougher cars, all the local street/strip cars are there, the MegaCruise with 250+ cars – and for this year the Sunday show venue was something else... Don't get me wrong Albury is good but the two Adelaide shows I've done have been pretty special."* Torqueback regular **Andrew Lax** added how much they enjoyed *"nerding out"* with all the history here. *"We love COTM but this was a Valiant weirdo's wet dream."* **Bab Romansky** continued, *"Quality over quantity, and inside the factory no less, plus the MegaCruise plus all the ultra tough cars you never see outside of Adelaide."*

Sure it's all about the cars, but it's the people that make it.

I'll leave it to **Iain**, **Di** and **Jason** to properly say all the thank-yous here in this mag. But personally I wanna give a shout out to **Scott Walsh**, **John Eckermann**, **Chris Hastwell**, **Peter** and **Billy Karapetis**, **Lou Svingos**, **Andy Radloff**, **Damian Tripodi** and particularly **George Gonis** for helping me to (eventually) get the Bearmobile home safe – after my ignition mysteriously decided to embarrass me in clear view of the bar after the show on Sunday. Lou taught me how to hotwire – *"I'm a wog, mate – I've stolen heaps of Valiants!"* And the big palooka George tailed me back to my place – where we commiserated with **Mr Daniels**. Cheers guys.

Many thanks to **John** aka **Mr Sparky the Mobile Auto Electrician** (08 8234 6222) for sussing it out and then setting it up so I could get my hippo to the doctor **Andy Miller**. Luckily there was a spare and even then Plan B there's a fella who rebuilds them. I was thanking the **Mopar** gods this easter.

Speaking of quotes...

There's this great philosopher named **Jaf** who also happens to be a mate of mine. He has a theory about a condition he calls **Multi-Auto-Passion Syndrome**. Probably a nice problem to have.

"Many don't understand. 'Why do you have six cars?' they're an investment. It's the only way to justify it to a non believer."

"Many think we're crazy. 'Why do you need six cars?' ...We don't 'need' any of them. We like them. Same as you like having three pairs of sunglasses. Two sets of golf clubs or a holiday overseas every year."

"Many think we are rich. 'You must have plenty of money!' ... We didn't buy them all on the same day."

"There are worse addictions, vices or ways to waste money, time and effort with less stress sometimes, but the simple act of going for a drive soothes the soul. The feeling of accomplishment after fixing/cleaning/fixing again is a painful joy. Going to shows and events, meeting, chatting, strolling around looking is like wandering around a garden to us."

"Some like drag racing or motorsport. That's the same thing as other sports. You're with a group



of like minded individuals. We just enjoy spending more and more money to go faster and faster to spend less and less time on the track."

"We meet amazing people. Go on memorable trips. We have broken down. Been saved. Saved others. Sworn. Cursed. Sweated. Laid in gravel, mud, grass and prickles. Scun knuckles and banged heads."

"I'd do it all again. I just have choices on which one to take. Same as the other can choose which sunglasses to wear..."

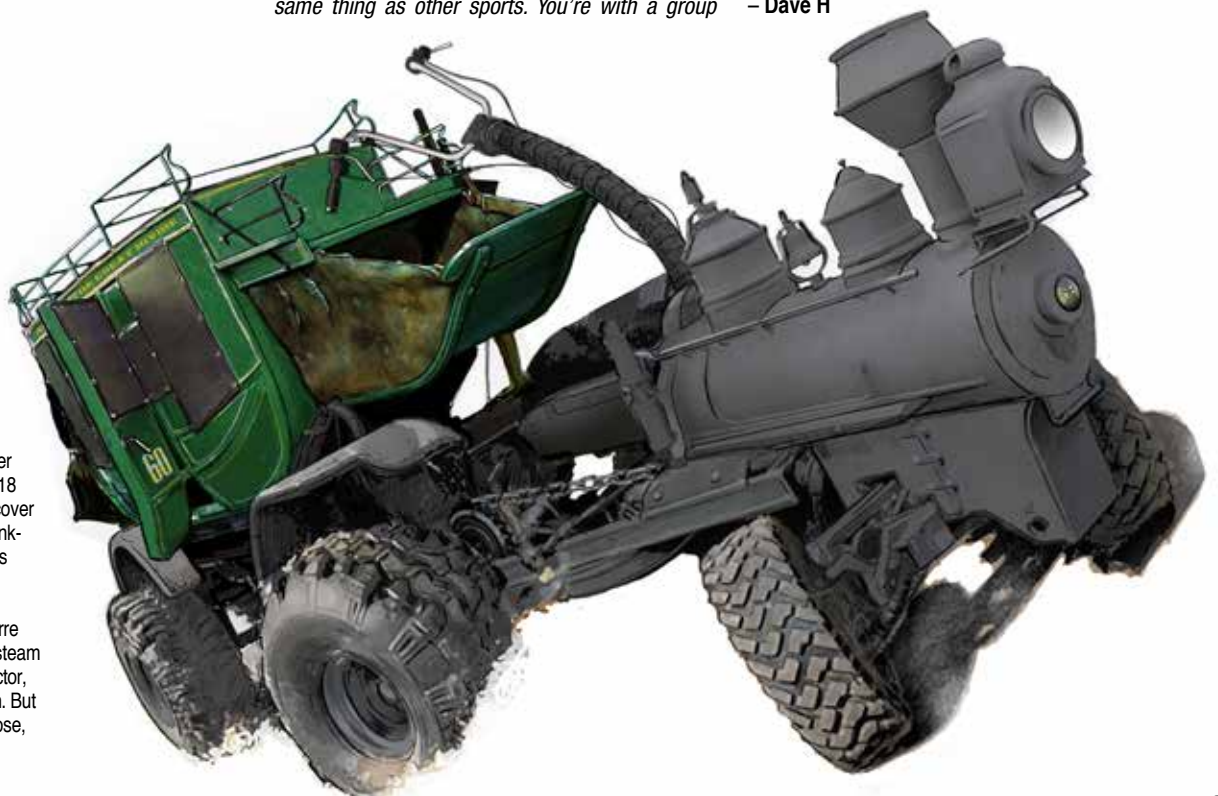
Quite profound. This is who we are. Car people...

There would never be an **All Chrysler Day** Special without the contribution of the army of photographers listed across the page. Every year I'm grateful for the generous support these folks give me putting together each and every issue of Torqueback. Please **Google** their names to check out their websites and Facebook pages. Buy a print of your ride if they've happened to snap it.

Anyway, I hope you enjoy this issue as a memento of a special day and a unique opportunity. Probably a once in a lifetime event. Glad you made it.

Cheers
– **Dave H**

So my first big project (other than moving house) for 2018 has been working on this cover for a collection of steampunk-horror-western short stories called **Weird Wild West** published by **Bizarro Pulp Press** in the US. This bizarre vehicle is part locomotive steam engine, off-road buggy, tractor, motorcycle and stagecoach. But if you look closely at the nose, you'll see it's a Mopar.





G'day all.

As I write it's been exactly a month since the 2018 **Shannon's Adelaide Chrysler Festival**. I'm still blown away by the success of the event and how great the weekend was! And plenty of other people here and interstate are still talking about it too.

Personally, I really enjoyed the three days of **Mopar**-related activities that our great club put on, as did many local and a large contingent of interstate enthusiasts. This is the first time in nearly eight years of being on the organising committee that – on the Sunday, I've been able to get around and see the cars, take pictures, chat to people, do a number with the band and sample not one but two of **Brew Boys'** finest ales!

What an amazing day!

The Friday trip to Birdwood was once again a success, thanks to **Charles Lee** for his organisation. 47 cars and around 100 people attended the Friday **Lunch Cruise to Birdwood**. Another hundred people turned up to the Friday **Meet and Greet** at the **Tonsley Hotel**, featuring a talk by former **CAL** employees, **Gavin Farmer** and **Roger Carroll**.

Luke Balzan organised the **MegaCruise** on Saturday evening with over 250 Chrysler vehicles on a one hour run through the CBD and inner western suburbs. Despite some initial reservations, **Welland Plaza** turned out to be a great endpoint with heaps of options for people in terms of eats and drinks.

I was a bit anxious about the Sunday, as there was a big risk of it being over-subscribed and there not being enough room. Turned out not to be a problem as we put on an awesome display of 306 vehicles under the roof of the former Chrysler **Main Assembly Building** at Tonsley. There was room for probably another 100 to easily fit in the remaining available areas.

There were plenty of other classic vehicles to be seen in the car parks with 2000+ spectators coming through to view the display. The crowd was entertained by **Coast FM** and bands **Katfire**, **Crossroads** and **The Groove**.

When I walked around after the last few cars came in at 10am, I had a bit of a moment and got overcome by emotion. We'd done it!

I spoke to several swapsite sellers who were pleased to be under cover out of the elements, and happy with the sales they were making.

Always a crowd pleaser, **Bergamin Brothers Racing** firing up their engine was a huge drawcard (well, apart from one resident who took the time to drive over and express her *thanks for being woken up at 8am on a Sunday morning by noisy cars...*)

The Shannon's Adelaide Chrysler Festival was the result of 12 months hard work by the **Chrysler Car Club of SA's** festival organising committee and **CCCSA** volunteers. To **Jason Rowley**, Luke, Charles, **Chris** and **Di Hastwell**, **Damian Tripodi**, **Dave Townsend**, **Lesley Little**, **Rick Saxon**, **John Leach**, **Anthony Male** and **Andrew Ingleton**, a huge thankyou for all your work leading up to

the event and on the day. In all we had over 55 volunteers on the day that made the bump in and out work so smoothly. Thanks heaps to them too!

The day wouldn't have happened without the support of **Renewal SA**, **Shannons** and our other sponsors. **Renewal SA** were very pleased with the event and the interest it generated in the site from enthusiasts, past employees and the general public.

Will it happen again at Tonsley?

Personally I think it's unlikely. Many of the existing areas that vehicles were displayed in this year are already rented out to new tenants, or existing tenants are expanding. They will be built on over the next 12 months.

If we were to do it there again, we would likely only get 100-150 cars under the roof, which wouldn't really work. We could use the car parks, but then we're at the mercy of the elements.

That said, we have some ideas and we'll assess the options over the next couple of months and make a call.

A goal for this year was to keep it simple. Making it free meant no posting out of entry stickers. No trophies meant no setting up PA's and having to wrangle judges and do presentations. Free entry meant less volunteers required to man pedestrian gates. There was less set up work required in the morning and less to clean up at the end of the day.

In short, it was a very different event this year on many levels, and, no matter where we hold ACF in the future, we now know that we don't have to keep doing the same things as we have in the past to run a successful show!

Well done everyone.

Till next time, keep it Mopar!

– Iain





Hi all, time again for my Dialog.

It has been a busy year and we are only in to the first quarter, but firstly we would like to welcome **Andrew Ingleton** to the committee.

Early in January a group of us met at the Sheidow Park **Hungry Jacks** and cruised on down to Myponga for lunch at the **Myponga Surf Life Saving Club**. After lunch finished we then cruised over to the **Myponga Brewery** where several drinks were tried and enjoyed, and a great day was had by all.

Then late January we gathered at the Port Dock to display our vehicles. It was a good turn out with many spectators looking and admiring the "old and new" **Chryslers**. **Port Dock Brewery** had a great band playing along with some enjoyable food, so it was another good outing enjoyed by all – despite the weather being hot and humid. Another well organised trip, thanks to **Damian**.

Of course our next big club event was the annual **Shannon's Adelaide Chrysler Festival** which we held at the birthplace of 222,262 **Valiants** – including 47,760 CKD kits for export. Many thinktanks and meetings were held prior to the event, some at the site at Tonsley Park to make sure there was enough space for all the vehicles potentially to be displayed there as far as we knew. We believe it was the first time that such an

event has ever been held in Australia – whereby vehicles of up to 55 years old returned to what was their place of manufacture to be displayed an admired.

We had over 300 plus vehicles under the roofspace with just as many out in both car parks, and along with various sponsors attending our show, many people commented on "what a great day" they had and how "I used to work here". It was a fantastic weekend, and it was a first for an **All Chrysler Day** to be held undercover.

So well done to all involved, including **Renewal SA** who were very supportive, and a particular thankyou to all on the sub-committee for a great job. Especially **Iain** and **Jason** for their hard work and leadership.

A group of club members headed over to Albury again this year for the mighty **Chryslers on the Murray** – and they had a good run.

On Sunday 25th a group of us also met at **Victoria Park** on Fullarton Road to leave around eleven, heading for Gorge Road for a very scenic drive through the hills, stopping at the **Blacksmith Inn** in One Tree Hill for a lovely lunch. Once again a great day thanks to **Damian**.

In April we have a combined cruise with the **Ford Club** and then later in the month the **Vintage and**



Classic at McLaren Vale. Coming up also is the **Volunteer Dinner** at the holy **Tonsley Hotel** in May for members who helped out at **SACF**. And don't forget **Membership Renewal Day** will be held later in June.

Stay tuned to the club website calendar for information and club runs Thanks to **Damian** for keeping us busy and informed with what's happening out there.

Well, that's all from the **Hastwells**. We hope you have a good Easter. Safe and happy motoring in your Mopars. Cheers!

– Di





BOB JONES

The Shannons All Chrysler Festival at Tonsley... by the time you read this, it's been quite some time since the event took place, but such an amazing spectacle was always going to have long-lasting effects.

One of the things I noticed on the day was a sense of nostalgia from people who had been involved with Chrysler while Tonsley was still making cars, especially from those who had worked there. Many of our members were among that number, and various stories arose of different things, often funny or naughty, that took place in the hallowed grounds we were all in. It certainly got me thinking that there must be countless stories from the thousands who were touched by the Chrysler factories in their heyday, and while we manage to peek into that world during the Friday Meet-And-Greet sessions at the Tonsley Hotel as part of the Festival, there are so many stories that may never be heard, especially as the years keep rolling by.

It was luck that some friends of mine came across one 'young' man who did indeed have some **Chrysler** stories to tell. Considering he started working for Chrysler way back in 1954, there would doubtlessly be plenty of material to draw upon, so I got a hold of his details and organised to catch up with **Robert 'Bob' Jones** for a chat about all things Chrysler, and make sure that his story, which would surely be one of the oldest Chrysler stories left, gets told...

"Well, I was a wood machinist by trade, but I could see the deterioration coming in and I said to my wife, 'I've got to get out of this furniture building business and try something new'," Bob begins.

"Chrysler were advertising for people, so I went down there and had a yarn, and they asked what sort of job I'd be looking for and I said I don't really know... I told them my story and said I wanted to learn something new, and they said, 'What about oxy welding,' and I said, 'Oh yeah...' I didn't even know what an oxy welding torch was, let alone what to do with it! Anyway, I got employed and started a welding course with all the other new people there, and spent two days making bubbles in sheets of steel, and then I spend three days drilling holes in hinges, and then they sent me over to Mile End as a welder! I was on the commercial utes, and was part of team of four doing underbody welding...

"After about two bodies, which I nearly cut in half, the leading hand came up and said, 'you're not a welder, are you,' so I told him my story and said I wanted to learn, but couldn't do much in two days! So, he said, 'Look, I'll arrange to have a ute up on the hoist, and during the lunch break, if you get your lunch down pretty quick, I'll show you how to do it.' He kept me in the rear quarter until I was pretty good, and then he swapped me to the right hand side, and then when I mastered that, he moved me up to the right hand front, and then the left hand front.

"I did that for a couple of months, and then due to labour shortages, they transferred me over to the Chrysler Royal," Bob continues. "I started there doing spot welding and while I was there, the Dodge Phoenix started, in 1957 I think it was, and in amongst doing the Chrysler Royal stuff, I had to make the dash panel for the Phoenix, and I can't remember if it was 240 or 280 of the Dodge, Plymouth and Desoto, that number of each of them, but the dash panels were all the same. One day there, I was messing around and I had to assemble the whole thing, and the last thing I had to do was put the little panel on the plenum chamber, and, don't ask me why I did it, but I put my hand in my pocket, and I had a George V ha'penny, so before I put the cover plate on, I put the ha'penny there and spot welded all way around it, so somewhere around the place among those early ones, there's a George V ha'penny underneath!"

After working for quite some time on the sub-assemblies, Bob moved up to the main plant working on the main jig at Mile End, continuing working on the **Chrysler Royal**, as well as **Simca Aronde** and **Vedette** and various **Dodges**, until it was time for the launch of the **Valiant R Series**.

"What happened there," Bob recalls, speaking of the time just before the R was due to be made, "there was no plant layout, so what they did was send every boss of every department to Africa, and they were responsible for the plant layout of their area, and when they came back, they had to lay it all out. We sent three blokes over, and they brought all the spot welders back, the 1008 sets of panels, sets of tooling and everything else. The plant engineers laid it all out exactly how they'd drawn it while they were in Africa, and then they were ready to build the first body, and then disaster struck... they were all 'staff', and staff's not allowed to 'work'! So dopey ol' Bob's working on the Dodge,

and by this time I was the leading hand on the Chrysler Royal, so I had to go over there, and Trevor Ellis, and I'm damned if I can remember where Trevor came from, where he used to work... we were the two who were delegated to stand with the plant engineers, and we had to build every little piece of the R series, and it took us just over a year to build that 1008. Everything in each section had to be run perfect, no hassle, and most efficient that you could get out of that area. We started with the sub-assembly, the rear-quarter assembly, the side assembly, the floors, into the main jig... we built the whole thing! The engineers were there watching us, and the slightest thing that we were having trouble with, everything would stop until that was rectified. Now, I might be striking a nerve here, and I do get into some arguments, but the R Series was only brought over to use up and set that tooling up for the S Series, as that was our run, there was 10,008 of them. Anyway, we were doing the damn thing and the slightest little thing, if it looked like we were pulling the welder or if we were exerting ourselves to pull a welder over, everything was moved, as everything had to be perfect."

By the time the S Series Valiant was ready for production, Bob had worked his way up the ranks, and was now a foreman and in charge of afternoon shift for the Dodge trucks being made.

"One of the stories there was about the Yankee boss, Bob Irwin," Bob recalls his days building Dodges. "We watched when the Yanks came down, they would walk down one side with all our bosses coming up the other side. I used to laugh, as sooner or later they'd have to front up! They were worried the Yanks would ask them something they couldn't answer! I got along pretty well with Bob Irwin, as I found out that if he asked you something you didn't know, you say so, but if you start with 'I'm not too sure, but maybe...', he'd wipe you off. He was



the one that brought in all the grey coats: blue collar was production staff, yellow was toolmaking, and red was inspectors. He would say, 'I gotta know who the goddamn hell I'm talkin' to!', and that was the way it was. This Bob Irwin, everybody turned white when he walked in. They nicknamed him, said he had Indian ancestry, and his Indian name was Sackamanotwo!"

Bob continued working out of Mile End, finishing off the last of the run of Dodges, but eventually followed everyone down to Tonsley. "By this time I'd had a gutful of production," Bob chuckles, "and Ken Powell was a foreman in the maintenance area, and I was having a yarn to him one day and he happened to mention they were looking for three men, so I asked what would happen if you had someone who wasn't qualified, and he said it wouldn't matter as they'd teach them."

"I said I wouldn't mind giving that a go, and he said 'what about your 'staff' job?' and I said, 'it was giving me the shits, so if you can arrange for the job, I'll take it.' He said it'd be a drop in pay, which didn't worry me, as you don't want to spend the rest of your life doing something you don't want to do, and so he arranged it all, and would you believe the difference in the wage between a production foreman and a toolmaker, which they classified me as, was four bob, four shillings!"

I got into the job very well, and a few months after, Ken came to me and asked if I was interested in a leading hand's job, and I wasn't keen; a week later he came to ask if I could do it temporarily until they find someone, and I said I could do that... and 27 years later..!"

Obviously Bob really settled into his role in tooling maintenance, but while holding the one role, he did get to do quite a few different things.

"Every time a new model came out, they had a big green room, and that was the joke: what went on behind the green door... They would select 12 people from throughout the plant from different sections, and there were all these security passes, and they locked us up in this green room and that's where all the new models were made. We stayed there for quite a while, and I got to know the bloke on the gate as well as I know my missus! One day I'd forgotten my pass, and I went to go and he said, 'Well, where's your pass?' Oh bugger, I'd left it in my toolbox, and he said, 'I can't let you in without your pass, the rules are the rules,' so he made me go back!" Bob laughs.

Bob and his colleagues were part of the team working on the VH series, and had done both the sedan and the station wagon, before getting the chance to work on something special: the new Charger!

"When it came time to do the Charger, it was only ever meant to be a very low volume thing, and the tooling was like a bit of wood with a nail through it and this sort of thing, very primitive," Bob recalls. "I said, 'The Charger's really going to cause some problems when it hits the ground... you should see the interest in it!' When we were doing the sedan and the station wagon, if we had to do something, we'd have to take it up top, and no one was interested, they'd all say it's a station wagon, so what... but when that damn Charger came along, we had to tarpaulin it! Of course, that's the worst thing you could do in a place like that: 'what's that over there with a tarpaulin over it?!' We had reason to take it up twice, to do some welding that we didn't have the gear to do down the bottom, and the high walls didn't go up to the ceiling, but all the toilets were upstairs, and we were finding that the people knew there was something going on

in the green room, and they were going to the toilet and then coming along the roof through the rafters to see what was going on! They put petitions on top of the walls, and they blocked off the top somehow so you couldn't get there from the toilets, and then they found they were getting spike punches and belting holes through the wall so they could have a look and see what was going on!," he laughs.

"When it eventually came out and we built them, the demand for it, we couldn't produce the schedule with the tooling we had, so we had to drop sedans and drop station wagons so we could build the Charger! And then we had to revise all the tooling, as it wasn't holding together long enough to produce anything! After, when that finished, we all went back to our area, and the area I went back into tooling maintenance, so all these jigs we'd worked on, became our problem with maintenance! I couldn't get away from it! It was really a bloody good experience!"

Bob ended up staying with Chrysler until he was 61, when health concerns led him to retirement. He made the 25-year club with Chrysler not long before the **Mitsubishi** takeover, and still proudly wears his Chrysler 25-year watch. Despite his years of loyalty, Bob didn't end up getting too much into cars and doesn't have an old Val in his shed. Rather, he preferred having fun on two wheels, and has owned a vast array of vintage motorbikes. Now in his 80s, he doesn't ride so much anymore, but does have a great 1924 **Harley Davidson Super Speed**, which he was very proud to show off.

I had a great time catching up with Bob and hearing his little slice of history. Hopefully more stories just like his will be told in the future!

– Luke

ACF WEEKEND OVERVIEW

History and Innovation – The Hype and Buzz

Were you part of the **2018 Shannon's Adelaide Chrysler Festival**? I think the **Chrysler** enthusiast community in Australia will continue to enjoy the return to the spiritual 'home' at Tonsley Park for years! There certainly was plenty buzz as soon as we made the announcement on social media, with 2700+ hits on **Facebook** in the first fortnight!

The punters and public got into it as well, with a much bigger turnout of cars and spectators than usual. We weren't counting spectators this year, but it seemed a full crowd turned out to see over 305 cars (with a few trucks) line up on the day under the historic MAB roof.

Return to Tonsley made possible thanks to our hosts, sponsors and club members

Use of the historic venue was only possible due to partnering by three parties: **Renewal SA** is the government department responsible for re-defining innovation at Tonsley. Their reps **Di McAuley** and **Bob McArthur** supported the concept of the event from early days of negotiation. Thanks to them for their enthusiasm.

Shannons Insurance saw the historical significance and upped their long involvement to naming rights sponsor. This solved the event viability problem. Initially, it looked like we might run at a loss – how we could make the event financial, if we had to erect fences to charge admission? Shannons' input allowed us to make it an open gate with free entry to all vehicles and spectators. I find **Jeff Hughes** and the Shannons Adelaide team are genuine motoring enthusiasts and great to deal with. So please consider them for your motoring insurance – if you're not with them already.

Several Chrysler officianados and members showed the passion for this great venue from the outset. Recognition goes out to the **CRCSA's Lindsay** and **Brenton Gibb**, and **CCCSA** past Vice-President **Hugh Mortimer**, who were involved in the early crucial negotiations over historical preservation with **Renewal SA**. Even as personnel moved on in **Renewal SA**, Hugh kept up the enthusiasm, then passed the baton to incoming VP **Andrew Ingleton** to finalise the details and clarify their organisational requirements (including a 27 page risk assessment... we smashed it!)

Nobody saw me do it...

For the first time in many, many **All Chrysler Days**, I was not available to be as involved as usual, due to extended work commitments. I felt my contribution was only turning up on the day and enjoying it – far more than usual!

Fortunately, the new festival has a strong team of diligent volunteers on the organising sub-committee, ably led this year by Pres **Iain Carlin**. As they are named in the event brochure, I won't repeat that here. They are now very experienced in how the event has been run in the past, and delivered a professional outcome in a totally different and outstanding venue.

For enthusiasts of (generally) older cars, the organising team is innovating with the modern age. The **ACF** task schedule is run on a spreadsheet; promotion is by social media; meetings now include members unable to attend in person, Skype-ing in (from as far as Alice Springs and Morocco!) All of you would be welcome to contribute, bring some fresh ideas; if interested please see a committee member at any meeting, call the Club phone or message us on Facebook.





The Festival formula settles in

The three-day festival formula seems to be working pretty well now – we've tried mixing it up in recent years, and we are always open to new opportunities. Please come see us if you have an event idea. Friday's day cruise and BBQ to **Birdwood Motor Museum** set up by **Charles Lee**, was enthusiastically attended by about 60 people – many from interstate. There are many interesting and changing exhibits at Birdwood, including the genuine factory race **Charger** which we now sponsor. The 'You don't see that every day' award went to a different and unique piece of Oz motoring innovation. Museum Director **Paul Rees** shook the covers off and gave the low-down on a future exhibit, a 1-of-1 **Chamberlain Grand Prix** car from the late 1920's – try Googling it.

Friday night's meet-and-greet at the Tonsley Hotel was again excellent and well-supported. Guest speakers **Gavin Farmer** and **Roger**

Carroll shared stories of Chrysler innovation, from Charger body design, to the legendary skunk-works 4 cylinder Hemi – and how Roger recovered it by sheer fluke. To high speed cooling and brake development tests on the Chrysler **Sigma Turbo**.

If you missed it, these moments of history will be available on DVD through the CCCSA – thanks to **Damian Tripodi** who recorded it all.

Saturday evening's regular **Mopar MegaCruise** was ably arranged by **Luke Balzan** – his first major foray into ACF events. The shorter format had us heading down the coast to finish at Welland by dusk on a perfect evening. There we enjoyed a great variety of Chryslers at sunset over dinner and a few drinks. Luke had worded-up the local cafés we were expecting big numbers, and plenty of staff were on-hand. A great run, I'm really looking forward to Luke's involvement for next year!

Seize the day

– a one-off event may be just that

The Sunday show turnout, with over 300 vehicles on display, made 2018 our biggest All Chrysler Day ever. Entrants behaved themselves (the **Bergamins'** blown **Dodge Charger** woke up one annoyed neighbour) and traffic flowed in exceptionally well, although the influx of cars was not quite as intense as we expected – thinking there would be over 400 to this 'one-off' historic event. Some areas were a little crowded while others overly well-spaced. It's tough to cater for dinner when you don't know how many are coming...

I had a role around 9am to set up a big-screen slideshow near Funk café. Believe me, I could literally feel the growing buzz in the air, as the punters parked Chryslers, got out and appreciated the significance of their location. And everyone wants to do it again next year.



But here's the thing: Renewal SA's job is to fill the Tonsley precinct with innovative tenants, and this is rapidly gaining momentum. **RSA** recognises the history, but it is not their goal to preserve the space for our clubs. So by early 2019, there may not be enough room to hold the ACF again under the roof. We do expect to be in another new venue.

I thought we made this clear in promotions. Imagine my surprise when I heard after the event of punters who didn't attend this year, because they'd 'see how it went and maybe go next year'. I hope they get the chance, but to those people, learn to 'seize the day'. Sorry, but you missed a great day which may never come around again. If not, we have a different idea for 2019...

Take care of your loved ones – and precious Chryslers

ACF was a fabulous family day which presented the former and present innovations at Tonsley

precinct. We showcased our precious Chrysler products, reminding the general public of the great SA manufacturing legacy and innovation at Tonsley. TV news even covered and celebrated the event. It certainly made a positive impact, in an age of incidents with driverless cars.

To keep a favourable public view of our historic vehicles, we should care for them, protecting loved family or friends who ride with us. If I may, I'd like to support this by sharing the *'minor incident of the day'*.

A late morning call over the radio called us to a 'spill' by the loading dock / press shop area. A very rusty 'barn find' VG hardtop (a bystander told me it was "adorable") was pouring a large puddle of fuel under the back of the car. 'Large' because fuel had filled the hubcap the owner had set as a drip tray, and flowed over the floor. Apparently old mate thought this was normal. As the risk was very real, we quickly mustered a team of officials

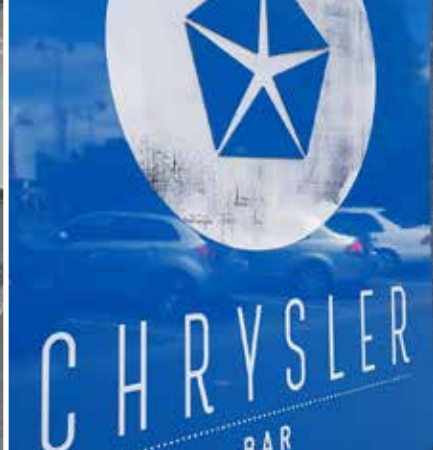
and pushed the errant VG outside. Old mate was not so easily dissuaded from displaying his piece of history and parked the VG prominently outside the Gate 1 main entrance. Good on him.

A passing **SA Police** patrol saw the new fuel puddle under it and defected it on the spot. Lord knows the condition of brakes or steering. I'm told the car left on a tow truck. It may be unlikely to get approval to be on the road again. Pity, it deserved just a little more care / preservation / maintenance.

So please look after your pieces of Mopar history, and enjoy driving your own vehicle instead of being 'uberred' around. Be proud and safe out there, set a good community example and I hope to see you next year.

To paraphrase the old saying, "It's Mopars, until there's no cars".

– Jason







tour de force

MOPAR MEGACRUISE



SATURDAY

250+ cars made the one hour run from Churchill Centre to Welland Plaza, in a well-received shorter format route through the CBD and inner western suburbs, devised by the ingenious Luke Balzan. They say the MegaCruise is the biggest all Chrysler cruise in Australia. For many, it is more important than the actual showday (blasphemy!). Danny Caiazzo collected some dosh for the Leukemia Foundation and a good night was had by all. Thanks to everyone for your support and good behaviour!









back to tonsley

ALL CHRYSLER DAY

SUNDAY

306 vehicles were on display under the roof of the former Chrysler Main Assembly Building at Tonsley. There were plenty of other classic vehicles to be seen in the car parks with 2000+ spectators coming through. The crowd was entertained by Coast FM and bands Katfire, Crossroads and The Groove. Swap sites were popular and the sellers pleased to be under cover out of the elements.

This sums up All Chrysler Day... The guys from the West gave out an award for the car they would most like to drive home across the Nullarbor. It was a VH 318 770 with A/C in Deep Chartreuse with 69,000 miles on it. Turned out the car had a great story and the guy who won it was over the moon. They gave him a bottle of red wine and a few CCWA stickers. Said he had never won anything in his life and it was his deceased

grandfather's car. His grandfather had been killed while serving in the army thirty years prior and his grandmother had kept it locked away in a tiny garage, even the family didn't know it was there. When she passed away they were clearing out her house and had to break the lock on the shed to then find the VH. The bloke had only put new tyres on it and got it running again after oiling the bores and a service. Amen!



















ROY WHITEHEAD

Groovy gravy

Hi there. My name is **Roy Whitehead** and I was born in Cowell on Eyre Peninsula in 1965. I have three older and three younger sisters. In 1985, I commenced a traineeship with **ETSA** as an electrical linesman in 1985. In 1994 I left ETSA and went to Darwin for ten years. Then in 2004 I returned to South Australia.

My introduction to **Chryslers** was in 1972, when at the age of seven my father arrived home in a 1968 **VE Valiant Regal** station wagon.

Around 1974, one of Dad's friends had bought a Fountain Blue VJ hardtop – which was totally amazing to me – and soon it was the type of car I was going to buy when I was older. I wanted Dad to buy one like it, but being the practical man that he was scoffed at the idea of having a sedan – let alone one with only two doors! Dad only ever bought wagons, due partly to having a big family, but also playing music required something suitable to transport his music equipment. It was also around this time I first saw a **Chrysler by Chrysler** hardtop we had to give way to at the roundabout onto Tasman Terrace in Port Lincoln. It was a burgundy colour with a black vinyl roof, and I never saw another one, until many years later.

In 1975, we moved to Yorke Peninsula and soon after Dad traded the VE for a VH **Ranger** (I got my license in this car). In 1982 the VH was traded for a CL wagon. The wagon's rego number was REB-610, and as that ID was available when I first registered the car in SA I decided to use that for the CH.

A nod to my family history!

There were three local cars that really impressed me when I was young. These were a red VJ 770 with a 318, a red VJ 340 and a Limelight VJ hardtop. The hardtop was a 265, and was fitted with side-pipes. In 1986 I asked the owner of the E55 if he still had it, as I wanted to buy it. He said he had not long sold it for \$5000 (The car would have been immaculate). The 318 Charger is still owned by the same person who had it back in the 70s, and is still in great condition.

In 2011, **Garry Harrison's** hardtop came onto the market and when I bought it, I stated to Garry that I would always consider it his car – as he was the one who literally poured blood, sweat and tears into the rebuild. Garry commenced the project some time in 1992, and completed it in 1997, so this car has looked that good for over 20 years now. Anyone who has seen any of Garry's work would know that he is an absolute perfectionist and his work is truly astonishing.

The paisley pattern on the roof of the car is certainly impressive, and Garry said most people who see it can't resist the temptation to touch it. The "halo" vinyl roof was standard on all **Cx** hardtops, with the paisley pattern one of a number of roof designs from the factory.

On this particular car the paisley roof-design was not factory issue, but still the vinyl is authentic legit ex-**Chrysler Australia** stock.

Garry's mate **Wayne** told me the story of how he inadvertently discovered this material in a Melbourne shop window, which had a paisley vinyl handbag on display. He asked them about the material and asked where they sourced it from. Wayne was told that it was bought from the Chrysler factory in Adelaide. They asked him if he was interested in buying what they had left, as the paisley products weren't selling that well. Wayne bought the remaining material, which was just enough to complete his and Garry's cars.

Some members may have seen Wayne's green CH hardtop which has been fitted with the original brown coloured vinyl, whereas Garry changed the colour of his to black. Wayne's car is another absolute stunner.

My Cx left Tonsley Park in 1972 as a Mahogany Metallic, T1 roof and Y1 trim. Garry then gave it a full "nut and bolt" restoration. Just about every part in it is New Old Stock, and what could not be obtained NOS was fully restored. The seats were stripped down, blasted and powder coated, then re-upholstered by **Dash Original** in Adelaide. They also remanufactured the crash pad.

Cars I currently own apart from the hardtop are a **VK Charger** and a **CK SE** sedan.

Other cars I have owned are a previous CH hardtop, CH 4 door and a CK 4 door. I have a couple of other cars that may or may not be worth restoring...

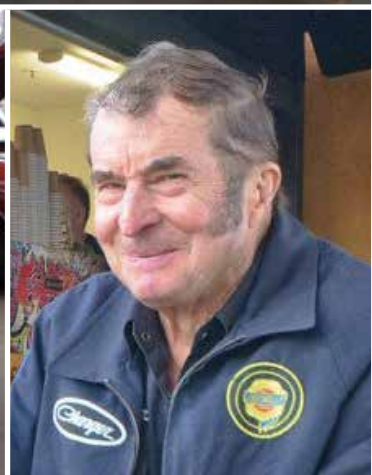
– Roy Whitehead





Roy Whitehead











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FIN FURY

Hi everyone, greetings from sunny Finland! Yep, we are moving into the Midnight Sun period of the year. My favourite time, everyone has their cars out, all the shows are happening and we finally get a break from all that darkness. But I am not here to give you all a weather report. Instead here is some insight into what some might call the twisted mind of Zoran. And my mission – to create a *Christine* car that did not look like, well – Christine...

The short history of this car is that I actually purchased it from a guy in the Los Angeles area as a rolling body. It already had what he described as a “show quality” paint job and had been a frame off resto. But there was no drivetrain in it, except for a **Ford 9** inch rear end. In hindsight I wish I had asked a lot more questions and, for more detailed and high quality photos. But the price he wanted was right. I was told all the trim was there, it had factory electric windows and considering that, he was asking a reasonable price for her. He also mentioned that she had a quality airbag system already fitted. Bonus!

Fast forward 2 months. Yep, I had one of my friends at the shipping company I always use go meet the seller, put eyes on the car and do the deal. His job was to assess the car, make sure it was what I was being told it was, and hand over the cash. He then loaded the car up, took it back to the warehouse in Carson, near Long Beach, to then get it ready for shipping over to me in Finland. According to him everything was all OK, so the deal was done.

Then I waited.

It took six weeks for her to make the trip over. And the first time I laid eyes on her in the steel was when the truck arrived. First thing I noticed was

that she was low. Really, really low. And not in a good way. I could see that something had gone wrong during the shipping. The front bags were completely deflated, which normally would mean she would be sitting on the torsion bars. Except, there were none. She had been dragged out of the container, and onto the truck. The front lower valance, bumper bar, and stone deflectors were badly damaged.

So we dragged her into my garage. And she sat there for a while. A long while. I looked over the trim inventory. No good news there either I'm afraid. This was going to be a bigger build than I was expecting. Without boring you all with the details, after some time I made a decision to create a car that was modern and minimalistic, yet still evil looking enough to do justice to the original *Christine*. It would be a twist on the original movie car, and that is why I called her **Twistine**.

I decided to go with a Generation 3 **Hemi** for the powerplant, mated to the factory auto ‘box. My mechanic **Janne Malminen** from **JM Garage** here in the Tampere region, sourced one from a **Magnum Charger** in Sweden. Of course we need all of the modules, computer etc. Which now resides inside **Twistine**, albeit hidden away as much as we

could to deliver the prototypical show car wireless look. **Twistine** even uses the factory Mopar shifter out of the donor car, but with an aftermarket shifter grip.

The airbags as you already know, were totally shot. The existing system was some ‘fleabay’ variety that probably cost them less than \$250^{US} to buy. So that was the first thing to go. Replaced by a 4 way adjustable **RideTech** system. But I used a **Viair** compressor instead of **Ridetech**’s, as it outputs slightly higher PSI. All of the **Ridetech** stuff, some of our fuses and relays etc are hidden in the boot, as are two **Optima** batteries and the compressor. And of course, we added shock absorbers to the front end after a little fabricating of the bolt up positions. The rear is still the Ford 9 inch, and also has 4 link.

For the interior I had a vision about floating front seats. I wanted to pay homage to the ‘Forward Look’ that **Virgil Exner** dreamt up. Creating seats that you could not see where or how they were bolted into the car. I sent my designs off to a guy in Poland, whom I had met at a car show in Finland. He created my seats out of aluminum, with over 500 hand rivets each. And **Twistine** has a 2+2 seating arrangement, so the rear seats are single seats like the front ones.





My head guy and good mate **Jarno Saloniemi** then fabbed up the support for the seats.

Basically it is a thick steel sheet affair that straddles the trans tunnel, like a bridge support. Tapering away towards the outside of the front seats. When you open the door you cannot see far enough under the seat to see how it is done. So it looks as if they are just floating there. It worked perfectly.

The rest of the interior was created by Jarno and I in my garage. A lot of high end furniture fabric, leather, marine quality vinyl etc. The car had zero interior, so we knew we had to make all this from scratch. And we did it in such a way that the door cards could easily be removed for maintenance etc.

I then got Finnish company **Edelux** involved. They brought their proprietary flat screen control system to the build. So Twistine is totally controlled by that flat panel in the dash. You simply press the big STOP/START button on the screen to activate all functions, such as rolling the windows up and down, or opening the boot lid which is plumbed into the Ridetech air delivery system. You can even set the mood with the lighting packages we installed. There's lighting under the front seats and in the back of each seat around some custom made V's, the sills, on the ceiling panel, dashboard cluster, and even the outside LED headlights – the daylight running lights also turn solid orange when you use the turn signals. All of this was 100% fabbed in my shop. There is not one original wire left over from **Mother Mopar**.

In true *Finnish Rally* style, the modules, relays etc. all reside under a false floor in the front passenger footwell/firewall area. There are basically no wires under the dash at all. Just what we needed to run all the LED's – and those are hidden.

Wheels are wide at the back and skinny up front running aftermarket hot rod hubcaps, painted in the body color.

Which brings me to the paint. It was a disaster. If you recall we had all that front end damage during shipping. What I did not say is that Twistine used to have **E90 Mercedes** headlights! Single lights, placed into each fender. And talk about BONDOL! I have a piece of it that I kept as a reminder – of the pain!



A reminder never to use bondo as a replacement for actual metal work. The rim of bondo holding those long gone Merc lights in was thicker than a soup bowl. If you ever made pottery as a kid in primary school, and you ended up with one of those thick rimmed ashtrays that your parents pretended to love, well that was what I dealt with in this car. All of that was fixed – properly, and floating pairs of LED headlights installed. Again you cannot see how they are bolted in, but still retain full adjustability for setting up the right headlight angles etc. They just seem to float there.

However we had to basically redo the paint! In a few places we were lucky enough to be able to cut it back to make it look like she does now, but in others, it had to go back to metal. Our good friends at **Janglas Oy** – one of the best painters in Finland, did the work. And they went above and beyond towards the end, putting in long hours to get things done correctly.

One of the last finishing touches was the Twistine badges. Which we had CNC'd up in 3 levels. So the badge has depth and '3D' qualities. Plus they are not flush to the paintwork on each rear fender. They are raised off of the car. And one more badge went onto the dash inside the car as well.

Twistine debuted at the **2017 Xtreme and Yankee Show**. The premiere car show in the Nordic region. It is the last major show of the year and all the top builders of Northern Europe attend with their cars. So we were up against the best Norwegians, Swedes, the Estonians and Russian builders.

We rolled Twistine into place the morning of the show at 9am – doors were opening at 10am. Me and the team of guys that worked on her right up to 7am that morning had basically worked non-stop for three days. I think I had half an hour of 'sleep' in two days. I really had no idea what would happen. How would

Twistine be received by the public and the show organisers? To be perfectly honest I told all of my guys and girls that if we are lucky maybe we get a 2nd or 3rd place in the 1950's classification.

The unveiling was amazing. The show organiser **Mikael Forsman** who is now a good friend of mine, arranged for all of the top magazines and TV media to be there. Twistine was under a large silk wrap, cameras were all around and I was interviewed. They asked me to present the car and do the unveiling. And it was all perfect. The crowd went mad, I was pretty emotional – I say it was lack of sleep, but to be honest it was a long road to get to this point and I couldn't help reliving everything that had led up to that reveal.

The show goes for the weekend, with the prize ceremony at the end on Sunday afternoon. All of my guys were in Twistine gear. I had t-shirts made up, stickers to hand out to the kids – and BIG kids who wanted them as well.

All of us headed over to the presentation hall when the prizes were already being announced. RED colored trophies for the US (Yankee) cars and bikes, and BLUE for the Xtreme (tuning style and Euro cars and bikes). As prizes were announced I noticed the red trophies dwindling down. The 50s classification came and went, nothing for us. Then just like that all the Yankee trophies were gone. I turned to everyone and said well, *"no worries, we still built a great car..."*

Now I have to say even after all my years in Finland, my Finnish sucks. I have always worked here in English. So by then, at this point I have stopped trying to listen to the announcer. But he then mentioned a word I recognized..Twistine! I turned around, grabbed **Saana** my daughter and

my mechanic **Janne**. And we headed to the stage. They had brought out an even larger RED trophy. I accepted it, had photos taken and went back to our table. At this point I still didn't even realise what we had actually won. I was just happy.

Janne asked me, *"Do you realise what this trophy is?"* I said *"what?"*. He replied, *"this is Builder of the Year for 2017. It's the main prize!"* If I was emotional the day before, I am not too big a man to say how emotional I was at this stage. Blown away!

OK, so later on the show was closed – and for me this is one of the nicest times at car shows. Owners that won, owners that didn't, all taking down their displays and still talking cars or bikes. Show organiser Mikael came up to me and said congratulations once again, before saying *"but wait, there is more"*.

I turned to him and said kind of cautiously *"what 'more'?"* He had just gotten off the phone with **Mopar USA**, where he had sent photos and video of the car on Saturday to them at head office. And Mopar USA awarded Twistine **Best Mopar for the 80th Anniversary!** Now, for years if you cut me I bleed **Mopar**, so I honestly was speechless. That meant more to me than anything else. I even apologised to Mikael when I told him how much that meant to me even beyond winning **Builder of the Year**.

Twistine is a controversial car. I know since that show that many, many die-hard Moparians hate it. And of course many that really love it. It's just one of those cars. It's polarizing.

But all said and done, if Mopar said they like it that is all I need to know. If you like her I am happy, if not, at least know that like any build, show car or street car, there is a lot of blood, sweat and – yep, tears in Twistine.

– Zoran Kanti-Paul



A LEVEL PLAYING FIELD?

We'll always barrack for him regardless, but Cameron Tilley is still punching well above his weight division running the 265, although it's a rocket – 585hp and rev limited to 8K! And at Adelaide recently it sounded mint!

But there's been a lot of (sometimes heated) discussion on the net about the Masters series since...

While many declared how there was nothing better than watching the big old blue VF go past *"all those overpowered Mustangs that seem to get bigger motors every year"* there appears to be a widespread cynicism *"now that Mustang Sally has fibreglass panels, how has anyone got a chance – especially when they keep bending the rules for the Johnsons?"*

Many revisited the shock of their lives last year when the fibreglass door of one particular pony going down Conrod at **Bathurst** was sucked off. Folks protested *"...we were under the opinion they had to have original shells and doors."*

The debate rages further. *"The LC and LJ Toranas should be able to run 253s at least, because the 202 hasn't had any advancement since the 70s – whereas the Ford and Chevy V8s have had tons for the last 50 years..."*

One other very vocal Moparfile retorted defiantly, *"Nah, just dump the Mustangs and Camaros... or at least have a separate race for the yank stuff. Maybe bring in some Chargers and Cudas to liven things up a bit?"* It seems a lot of the Aussie stuff (while capable) is just getting too precious to race now. A few begged the question, *"how about a 70 to 76 sedan series?"*





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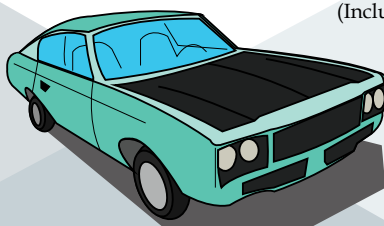
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CHRYSLERS AT THE PORT

SUNDAY 28/1/18



THE TRADITION CONTINUES...

Two thousand cars, 80 text messages and one man called Jaf. Australia's least-organised cruise is on!

THE day after Christmas in the centre of a suburban Adelaide car park, **Andrew 'Jaf' Staples** holds court amongst the sweet aroma of avgas. He's here for *Jaf's Last Cruise (of the Year)*, and as he leans against the green metalflake flame job adorning his white **Hudson** sedan, he waxes philosophical about the cruise that bears his name. *"It's less of an event and more a bunch of mates getting together,"* he says. *"Well, thousands of mates getting together! We do liaison with the cops, but this thing almost can't be stopped."* Tugging his lengthy goatee, he concludes: *"So it's better I do it. Otherwise a different mob might try and it all ends up on Today Tonight!"*

Jaf's Last Cruise (of the Year) had innocuous beginnings in the early 2000s. Back then Jaf was a young buck leaning on his car outside **Hungry Jack's** on Anzac Highway, watching the hot cars cruise back and forth. *"My mate Mick Bridges with the blue Centura told me we need to do our own cruise. And that I needed to organise it!"* Jaf remembers.

"So the next year I did. I sent 80 texts to some mates the day after Christmas. Three hundred cars showed up to the Kurralt Park Kmart – and were told in no uncertain terms never to come back!" he chuckles.

Since that first event, Jaf's cruise has been called a couple of different names, including the *Bored After Christmas Cruise*, and most recently the *Last Cruise (of the Year)*. Jaf had to add the brackets, as *"I had to keep telling people it was the last possible cruise of the year, not the last cruise forever!"*

"I did it on Boxing Day a few times," he continues, *"then I didn't, and people got upset, so now it's just easier if we do it that day. There's no shopping and I can guarantee I've got a day off."*

Since the advent of social media, the event has exploded. As we chat, nearly 2000 cars are spilling out of Tea Tree Plaza's car park into Adelaide's north-east suburbs. With the temperature on the asphalt bordering on cruel and the line at Macca's out the door, snapper **Troy** and I depart ahead of the cruise, only to find that plenty of others have the same idea. Barrelling along the Port River Expressway, we're surrounded by the sweet sounds of the street, the noise of my stock **Buick** four-banger overcome by smooth, whistling turbo sixes, stonking angry big-blocks and farty **Mazda** rotaries. It's easy to forget amongst the muscle and magic that this isn't some finely honed invitational; the people just run what they bring and hope they bring something cool!

Turning onto Lady Gowrie Drive, North Haven's esplanade, we find plenty of cruisers have peeled off the strip to park by the seaside, open a brew and watch the world go by. We do the same to watch classic Aussie, Yank, British, Japanese and even Italian steel (with holes) mix it up with the body kits and blow-off valves. The parade is as impressive and varied as it is disorganised; some cruise through, others do a lap and cruise through again. Save for a few run sheets, an email to the police and a discussion with the two shopping centres, Jaf does precious little else in the way of organisation, and is keen to keep it that way.

From the shade of a towering Norfolk Island pine, we spy his flamed and familiar Hudson. Mid-pack on his own cruise! We have to laugh – classic Jaf! Waving him down for another chat, he explains his event preparation. *"After each run, the police ask me if we had any trouble,"* he explains. *"We tell them where it bottlenecked and they suggest an alternative route or police the area."*

"As for event insurance, I've been a member of SMASA (Street Machine Association of South Australia) for about 18 years and they now officially list it in their calendar. Although I may have forgotten to put them down as a sponsor on the cruise sheet!" he admits before exploding in raucous laughter.

That **SMASA** are willing to get on board is testament to their community-minded spirit; membership has grown five-fold in the past year off the back of SA's new club rego rules, an initiative headed by SMASA's **Glenn Stankevicius**, so it's great they can give back for an event like Jaf's cruise.

As the fiery sun sets over the ocean, we crank up the Buick and fat-arm towards the final rendezvous point at **Marion Shopping Centre**, a cooling breeze playing at our sweaty armpits. Catching up with Jaf for a final debrief, he slides up to partner **Meegan** for a photo. *"This is the first time in years we've done the whole route,"* he says. *"It was mental to go through Outer Harbour and see how many cars were parked up under the pine trees there. I've not heard any reports of any dickhead behaviour or major dramas. A couple of blokes along the esplanade copped defects, but let's face it, their cars were defectable!"*

As Meegs hides her durry behind her back while Troy snaps a volley of pics, we all agree the event is a success. *"At least we made it this year,"* Jaf laughs. *"A couple of years back the Huddy went home on a flatbed!"*

By Dave Carey | Photos Troy Barker







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CLARE, KADINA & MOONTA; 2-3/12/2017

Another great weekend away for the club. Lunch at Clare, Kadina for an overnight stay. Then a cruise to the Moonta Mines on the Sunday followed by a trip to the sweets shop before cornish pasties for lunch at the famous Prices Bakery in Moonta!
- Damian



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Event	Date/Time	Location
Historic Racing at Mallala <i>Hosted by the Sporting Car Club of SA. Historic motor racing returns to Mallala Raceway with most classes of racing. Sunday will be a parade lap during the lunch break. Non SCCSA Members \$30-00 for car, driver and passengers. General gate entry \$25-00 p.p.</i>	April 21- 22	Mallala Motorsport Park
McLaren Vale Vintage and Classic <i>Cruise to Serafino wines to line up as a club and then cruise to Woodstock Winery for lunch</i>	April 21, 8.30am - 3pm	Meet at Coles Carpark, Serafino's, Woodstock Winery – McLaren Vale
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
Club Run, Military Museum	June TBA	Keswick Army Barracks
CCCSA June 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 June 5, 7:30pm	West Adelaide Football Club, Richmond
Midstate Mopars <i>Hosted by the Central Victorian Chrysler Club – for more info, visit: www.midstatemopars.com/Midstate-Mopars</i>	June 9 & 10	Bendigo, VIC
Membership Renewal Day	June 24, 9am to 3pm	Tonsley Precinct
CCCSA July 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 July 3, 7:30pm	West Adelaide Football Club, Richmond
Mopar Mayhem <i>Visit Mopar Mayhem QLD style on Facebook</i>	Saturday July 28, 11.30am	Lakeside Park, Kurwongbah QLD
Mopar Sunday <i>Hosted by the Queensland Chrysler Association - for more info, visit: www.moparsunday.com</i>	Sunday July 29	Willowbank Raceway, QLD
CCCSA August 2017 Monthly Meeting & 2018-2019 AGM <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Dinner available from 6pm prior to the meeting. AGM straight after the Monthly Meeting</i>	Tuesday August 7, 7:30 pm	West Adelaide Football Club, Richmond
All Chrysler Day NSW <i>For more info see: www.allchryslerday.com</i>	Sunday October 21	1 Museum Drive, Penrith, New South Wales

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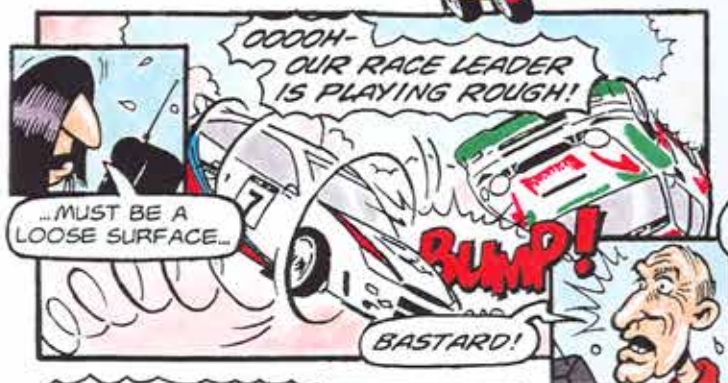
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