



# ***Torqueback***

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**ADELAIDE  
CHRYSLER  
FESTIVAL  
2019**





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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

# ***Torqueback***

APRIL - JUNE 2019

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



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Membership Fees  
Regular - \$40.00 per year (& quarterly magazine)  
Historic Registration - \$50 per year (& quarterly magazine)

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G'day folks.

Welcome to issue 36 of the new **Torqueback** – the annual pictorial Special of our club magazine to celebrate this year's **2019 Adelaide Chrysler Festival**. And man, what a weekend it was...

Last year's once-in-a-lifetime experience of 2018 at **Tonsley** is now a distant dream – but it was always going to be a hard act to follow. I used to work as a curator at the **South Australian Maritime Museum** in Lipson Street, so the port holds a lot of good vibes and memories for me. The townscape is so beautiful and so rich in history – although I must confess I still had my reservations about us having our carshow there, particularly with the timing of this year's **ACF** due to the weather. While I have never actually been myself, I continuously hear what a fantastic event **Midstate Mopars** is. So **Damian Tripodi's** notion of expanding the **Chryslers At The Port** concept into the ACF a là Bendigo, really has turned out to be a masterstroke. Bravo Damian!

**All Chrysler Day** and the **Mopar MegaCruise** continue to change and evolve. As they should.

As does the club.

They all have to.

To survive.

I was very spoilt this year. Arriving at the show late, I was initially parked out in the back blocks. **Chris Hastwell** could tell I was a little disappointed, so he reached out **Dave Hocking** who in turn got onto the boss man in **Jason Rowley** over the walkie-talkie. Before I knew it, Dave was escorting me around to a beautiful spot right on the wharf, next door to the fellow VJ hippo of **Cathy Groot**. I was stoked! Thanks heaps guys for setting me up for a brilliant day.

As usual every year, there were some incredible cars. **Rick Trembath's** immaculate and authentic **Superbird** absolutely stole the show. Then there was **Ari Perdi** debuting his 604ci **Keith Black Hemi** powered CH hardtop which blew my mind. Or the amazing blue VJ hippo of **George Poulson** and it's incredible modern Gen III **SRT 6.1 Hemi** lurking under the bonnet. My dream build.

But it's not just about the cars. It's also about the people with the cars.

Like **Dani Meter** and her 'haunted' **Dodge Charger**.

She was telling me how somewhere in the USA back in 1973-74, her Dodge was sitting at the edge of some traintracks, ready to cross while waiting for the approaching train. There were no boomgates over that section of the road and unknowingly the car was a little too far forward – so it was clipped by the train. The driver died on impact when the car was flung off the tracks. And now she believes that to this day the fella hasn't left the Charger.

*"He does things like stroke my hair and blow in my ear from behind me in the back seat while I'm driving... and he applies his own brakes at times! For example, a few months ago while driving I was approaching an intersection when all of a sudden the brakes were slammed on – and I didn't do it. Just as it happened, I spotted a redlight runner hurtling towards me in my blind spot. Luckily, that car sailed right past the front of the Dodge, missing me by inches. So if he hadn't applied his brakes when he did, we would have been t-boned!"*

*"And sometimes the car refuses to start unless I stroke the seat and tell him 'c'mon baby, I want you to start for me'... haha! Sounds weird I know, but I think he likes to be reassured that we are not gonna get hit by that train again."*

What a great yarn...spooky as!

Some of these people have some really cool stories about their cars.

The highlight of the day for me though was leaning back in the chill-out zone with **George Gonis**, **Peter Karapetis** and **Theo Theodosi** – before us all convening at the **British Hotel** around the corner for a parmie with my cousin **Jayson Hart** and his daughter **Teegan Bryant**. Although we had reconnected at my mum's funeral in January, I hadn't actually properly caught up with one of my best friends in childhood for almost forty years – so it was a total buzz to hang with Jay, and of course introduce him to my pride and joy, the **Bearmobile**. My cousin wants to get a **Valiant** now.



Yep, people and their cars.

OK, now to some housekeeping.

Last issue I introduced airbrush maestro **Wayne Harrison** as a 'Vic' and said his company **Advanced Airbrush** had "started in Melbourne". Sorry, I got that wrong. Wayne is in fact a New South Welshman and his HQ is in Penrith, in Sydney – although he does do courses all around the country in Melbourne, the Gold Coast, Townsville and Rockingham. He has now moved to Perth anyway to set up a new shop.

I seem to say this every year but there would never be an All Chrysler Day Special without the army of photographers listed across the page. I'm always humbled by 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 the 2019 ACF. The **Chryslers At The Port** show.

With the handle **Mopar@Hart...**

And remember it's not just the cars, it's also about the people.

Cheers,

**Dave H**







Crikey – I can't believe it's April already. The **2019 ACF** seems so long ago now! But here we are already reminiscing about it in the 2019 ACF edition of **Torqueback**.

From my perspective, ACF 2019 set another new benchmark for the event. As you may know, I took a sabbatical from being on the organising sub-committee, so to a large extent I was just like everyone else in experiencing such a brilliantly organised event at a great new venue. The feedback has been overwhelmingly positive.

Having just changed jobs, I was very fortunate to be able to use my only day of accrued leave to take the Friday off. I'm so glad I got to go down to **The Bend Motorsport Park** for the lunch and was very much looking forward to having a shot on the go-karts.

Then I was gutted to hear the karts weren't operating. Then ecstatic to hear that **Damian** had somehow negotiated two laps of the racetrack in our **Chryslers** instead!

I took the big orange CM wagon: a) because the air-conditioning works and b) because it has brakes that last a bit better than the drums on the VF. You'd think it would be a pig, but she was taking corners at 80kmh and even managed to clock a decent speed at the end of the main straight. I don't think I've grinned that much in a long, long time. I was on a high for at least a week! So was everyone else that attended.

That kicked off what turned out to be another great weekend. The weather looked like it could have been a killer – but in the end it wasn't that bad. A good turn out on Saturday evening for the **MegaCruise**, once again organised by **Luke Balzan**. **Welland Plaza** was again a-buzz and is quite a good endpoint with a variety of food vendors to cater for the hungry punters.

The new venue on the streets of historic Port Adelaide proved to be an inspired decision. Credit to **Damian Tripodi** who first floated the idea of expanding our annual **Chryslers at the Port** into **All Chrysler Day**, modelling the street event at Bendigo. There was plenty of space, lots of shade and a good turnout of cars (though we didn't reach the 250 that had pre-entered for the day due to the heat). Swapsites were a little down – perhaps everyone is holding onto their parts these days! (Check out this edition's **Buy, Sell, Swap ...** only wanted ads in there....)

**Coast-FM** were once again on hand to broadcast live from the event and interview a few of the organisers and attendees.

A big thank you to **Jason Rowley** – the ACF co-ordinator, and the rest of the team for putting on another fabulous weekend. It's a mark of how

well the event was run that the organising team could be found winding down in the 'chill zone' with a couple of well-earned frothies about mid-afternoon. In the words of young **Mr Grace**, "you've all done very well!"

Hopefully Port Adelaide will be available to us again next year. As we anticipated, Tonsley is certainly off the table now. Having visited it for their open day at the end of March, there's hardly any room left now under the main roof to hold a car show. And we have been knocked back on our request to hold **Membership Day** there again this year (note – that's 23rd June at **West Adelaide Football Club** from 9am to 3pm).

So as we 2018 will go down in history as a unique ACD. A once-off.

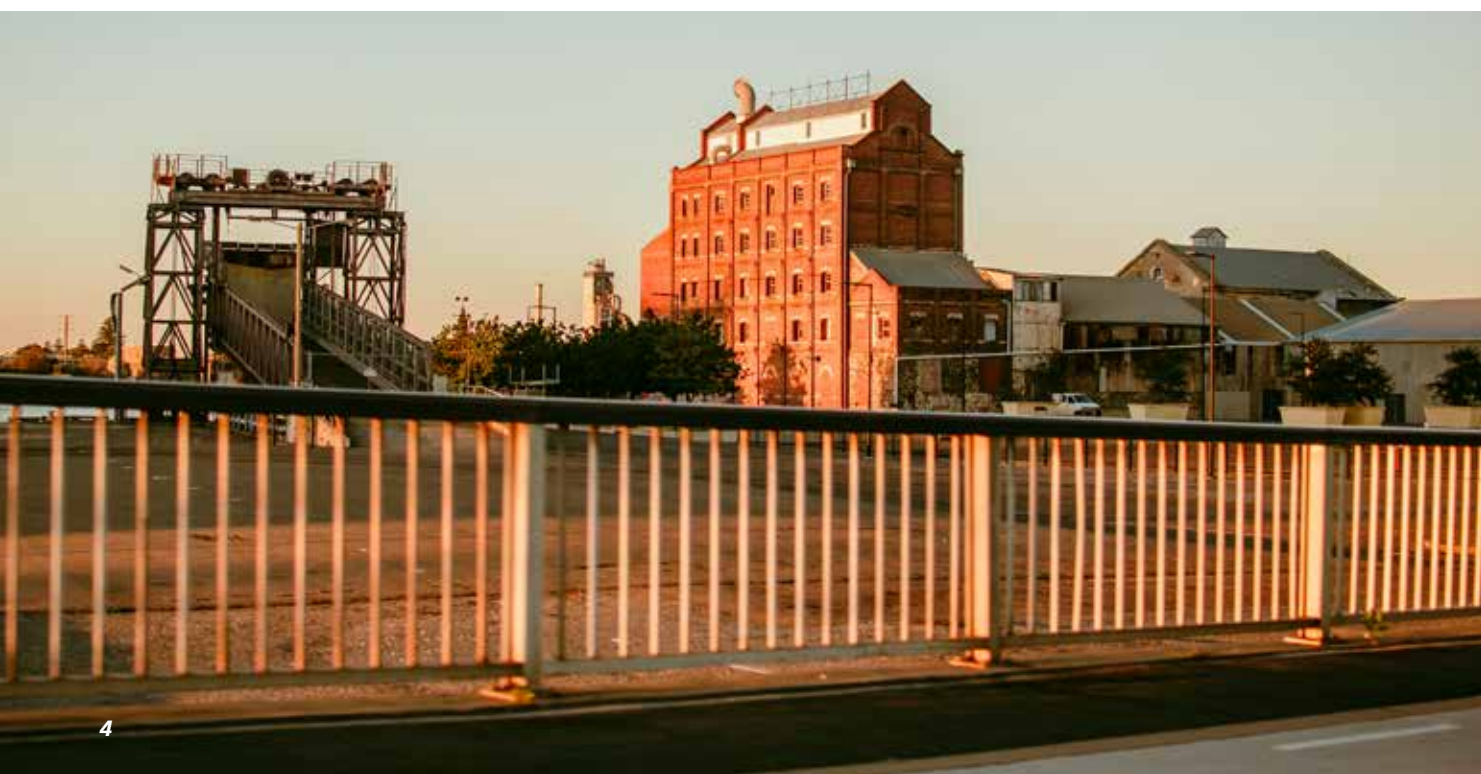
Speaking of history, it looks like **Kaufland** are in the final stages of gaining approval for building their outlet at the former **Le Cornu/Chrysler** site at Keswick. The Chrysler signage in Maple Avenue will definitely go as part of the development.

Good news though. Kaufland have acknowledged the submission we made to the **Development Assessment** panel and will work with the relevant parties to ensure it is carefully removed and transported to storage till a suitable home can be found. That will take time and money and we're hoping to get the State Government on board to make that happen. Watch this space.

In the meantime, if you want a picture of your car in front of that iconic sign, then you'd better get on it ASAP.

Until next time, keep it **Mopar**!

– Iain







Hi all, time again for my Dialog.

Firstly **Adelaide Chrysler Festival 2019** – another great event. Sure, the weather was a little bit hot, but the new **Harts Mill** venue stacked up really well. A big thankyou to the committee, **ACF** sub-committee and the volunteer group. An extra special thankyou also to **Jason Rowley** for chairing the event so ably once again. I'm looking forward to **ACD 2020**.

At the beginning of March a group of **CCCSA** members headed over to Geelong for their annual show, **Chryslers by the Bay**. As always, the quality of vehicles was good, with approximately 320 **Mopars** out. Unfortunately the event was wound up early because of bad weather, but it was a really great road trip. We returned home via Halls Gap, and despite the minimum return for the effort, a good time was still had by all.

At the end of March the club set up a display of six vehicles at **Tonsley Tech Day**. Around 10,000 people came through and checked out our display, along with many hi tech and innovation stalls positioned throughout the old factory site. Lots of people enquired as to “*where were these vehicles made?*” and when we answered

them, they were quite amazed that “*it was here on the floor, you are standing on*”. So it was a very interesting day for all who attended.

Another cruise we did was to the **Air Museum** at Greenock. After a beautiful scenic drive through the wine country out north, we arrived at the museum for a barbeque lunch along with some tea and coffee. After lunch **Lincoln** – who has put the museum together – gave us a talk on what was displayed in the sheds and around the museum, with many interesting items on display including a couple of static aeroplanes. Lincoln also had a **Commer Knocker** truck that he fired up, along with a **Merlin** engine which he had set up to run for all the rev heads to hear and view. It was music to some ears, and a great day had by all. Thanks for organising a top day, **Damian**.

Coming up, which is another good run, is the annual **Vintage and Classic** held at McLaren Vale for all types of vehicles. This is another good cruise. In May is the **Kernewek Lowender**, with around 650 vehicles of all types, starting at the **Wallaroo Holding Yards** following the Copper Coast around to finish at Kadina, with many stalls and vehicles to look at.



Stay tuned to the club website calendar for all information on what's happening, and once again a big thankyou to Damian for keeping us busy and informed of what's happening out there.

That's about all from us.

Have a great Easter. Hope Easter Bunny delivers lots of goodies to you all.

Drive safe in your Mopars.

Cheers

– Di





### JIM SCHOONVELD - USA

#### Interview across the Pacific divide... a conversation with American Jim Schoonveld.

Australia and America have a lot in common. Both our societies were born out of British expansion in the world, we're both very large and very diverse countries, we both speak English (though that is a debatable topic... and proponents on both sides will share similar arguments!), and we both have a strong car culture. Arguably, Australian car culture owes a lot to the US, particularly with respect to the types of vehicles that most of us in the club share an affinity. Many club members have US cars, which are always fantastic to see on Aussie roads.

What isn't so common however, is seeing the reverse, where an American gets a hold of an Aussie car! Perhaps it's because they have so many fine vehicles to choose from in the US, perhaps it's because Australian muscle is so rare, or perhaps it's just because, well, when you're American the rest of the world seems quite remote (and being a regular visitor Stateside I mean that with the absolute best intentions... if you haven't had a chance to visit the USA, add it to your bucket list – as it is a truly beautiful place!).

Recently, the club was contacted by an American owner of an Aussie **Charger** – **Jim Schoonveld**, from Portsmouth Virginia (that's out on the east coast for all the geography lovers, and is officially part of The South). Jim would be in Adelaide for a spell, as his work as an engineer and specialist in sonar takes him all over the world [hmmm, sounds familiar, like a few other engineers I know!] – and he sought to catch up with a few Aussie Mopar fans.

So Jim met up at the **Chrysler Bar** with a few folks from the club. He was treated to a ride in **Andrew Ingleton's** Charger and had a tour of Tonsley too. Unfortunately, due to my own travel commitments, I didn't get the chance to meet Jim, but have caught up with him over email to find out a little more of his Mopar story...

*"It was one of those Chrysler family deals,"* Jim begins, describing his association with the Pentastar brand. *"My father always had a Dodge truck for work and with a family of five, we just had the larger four-door vehicles, nothing really cool."*

*"When I joined the Navy, my father was shopping for a new work truck and I went along to his favourite dealership. He bought a RamCharger – and I spied a bright red truck in the car lot. I was getting ready to transfer to San Diego and a custom truck would fit in nicely. So I bought a brand new '79 Little Red Express Truck. It was*

*a dealer demo with 3000 miles on it and I got a good deal with our combined purchases. I had that Lil' Red Express Truck for almost ten years. My father never worked on his vehicles so I had to get a buddy to show me how to change the oil for the first time.*

*"I had watched too many episodes of the 'Dukes of Hazzard' as a kid and I took that truck airborne more times than I can remember..."*

*"Eventually the 360 engine was replaced with a nice 340 that I built and it was pretty fast. In the meantime, I had picked up a '69 Super Bee, then a 69 Charger – they did not last very long. A buddy sold me a 71 Challenger Convertible with a 340. Later that engine was pulled and a 440+6 installed and had the car repainted – that was an awesome ride!!!*

*"Also had a 67 GTX with 440, auto, and a 68 Charger R/T 440, 4-speed – that one was a monster. Shifting jobs years later I had to part with the Challenger and it went to Norway. Not sure how often they can enjoy the top down in Norway!"*

*"Then I got the fever – Hemi fever. Another buddy has this low mileage 68 Hemi Road Runner. I always figured the car was way out of my reach. It had been raced and then stored away for many years and had just 10K miles then. I sold the Charger R/T and scrounged up the balance and had my first Hemi Car."*

It seems that once you're infected with the Mopar bug, you have it for life! Jim even made sure his family stayed on brand...

*"Wife had some kind of Chevy that I made her sell before we got married,"* he explains!

So, with such an impressive pedigree of cars, where exactly does the Aussie Charger fit into the story?

*"I have made about 15 or so trips to Australia over the years,"* Jim recalls. *"Mainly Sydney and Perth to support the Royal Australian Navy, and Melbourne and Adelaide dockyards working on brand new ships. We've seen pictures occasionally in US magazines about Mopars in Canada, Mexico, South America and Australia – being a little different than what we are used to."*

Being a "Car Guy", my eyes always seem to notice the unusual stuff and I saw a Pacer one time in a parking lot... Once I checked it out I started seeing other Chrysler models around town, and eventually I found a Charger; [I was] pretty much hooked from there!

*"I also attended a few car shows in Perth – all different models but they usually had a few Chargers and the more I saw if them, the more I liked them. Fast forward to about one year ago and I'm surfing around on Moparts.com, reading a discussion about down-sizing our hobby as we get older. My Road Runner has been finished for*







several years now and I was looking for the next project. This member out in Seattle, Washington area mentioned that he was selling his Aussie Charger to thin out his collection. I called and we talked about the car, so I made a trip to check it out. He did not know that much about the car other than it was fun to drive.

I bought the car and had it shipped from coast to coast. It turns out it was from Queensland and originally a rather plain blue Charger. It was painted orange and dressed up like an R/T. They converted the grille/headlights to the '71 style, put a 318 under the hood and swapped in a 4 speed. It was part of a three Charger shipment to the States around 2010 (a real Orange R/T, a real Pink R/T and my orange R/T clone). I actually saw the pink one at Carlisle a couple years ago. The guy I bought it from pulled out the 318, installed a 340 and added the 6 pack intake. This first year has been mostly sorting out the small issues of leaks, setting up the carbs correctly, timing, exhaust, etc."

As usual, there's always something to do on the car. As club members know, getting parts can sometimes be a fun task, but what's it like sourcing parts for an Aussie car in the US?

"It turns out that Chrysler Australia borrowed plenty of items from the US cars," Jim explains. "I found out that shocks were the same as our A-body and are much cheaper in the US too. Other suspension stuff is a mix of US and Aussie – just have to sort out which parts convert to US stuff. I put in a large order with Hemi Performance and tried to have the parts arrive at my Adelaide Hotel during the last trip but they delivered two days after I checked out. I'm still waiting for those parts to arrive in the States. In the meantime, the stuff that was originally back-ordered just arrived last week... Since I had extra room in my luggage I stopped at the local Repco and went down his list of parts they had available or could get before I left

so at least that worked out well. (The day after I wrote this section I got a notification from Australia Post that my parts were on the way!!)"

Americans definitely love their cars, and in my experience travelling there, there's always an air of curiosity whenever they see our vehicles in comparison to what's available Stateside.

"If I take it to a cruise-in event or show it always draws a crowd," Jim muses. "I'm sure the high-dollar Corvette guy I parked next to one time hated that I stole all the attention away from his expensive toy! Plenty will look at it and try to figure out what is and guess incorrectly. Usually they don't get it until they see the interior and suddenly they realize that the steering wheel is on the other side... They always say it is on the "wrong" side, I have to correct them with it is on the "other" side.

"The term "Chrysler Charger" confuses them even more since here it is "Dodge Charger". Then I have to explain the "Valiant" emblem on the front..."

"It is fun to pull up next to a car in traffic and watch them do a double-take – young kids really get a kick out of it. Nobody here has a clue about the "Hey Charger" decal on the back window."

Of course, there was a lot more familiarity with such a slogan here in Australia when Jim visited recently.

"I had a lot of fun that night with the club," Jim recalls. "A little disappointed that the Chrysler Bar did not have any logo pub glasses that I could steal... Not sure yet about return visits, as with anything these trips tended to be cyclic. I probably spent a year in Australia if I add the trips together, first trip was mid 90s. Lot of fun back in those days staying in King's Cross and eating pies late night at Harry's Café."

– Luke





## FROM THE ACF COORDINATOR

### The City of Port Adelaide Enfield 2019 Adelaide Chrysler Festival in review

#### How could we top Tonsley in 2018?

Well, we did say not to miss the unique *Return to Tonsley* festival in 2018 as it would probably never happen again – and all that.

But MAYBE we could try to do it again...

Sure 'nuff, we enquired with **Renewal SA** if a repeat might be possible at all in 2019 – and they were actually a little surprised. They advised us that new tenants were signed up to move into the **MAB** central area in late 2018. No guarantees, but our humble show would probably need to be held in two widely split areas, or held out in the car park.

After a lot of debate, the **ACF Committee** reluctantly had to concede that those options were just never going to be viable, and amongst three or four alternative sites pitched, some bright spark suggested the **Hart's Mill** precinct – another Renewal SA venue, right in the middle of the City of Port Adelaide-Enfield's historic heartland.

So I went and checked out Hart's Mill one Friday night during the *Winterfest* event, where hundreds of people had turned out. The **ACF** team then visited later on an August Sunday morning, and after enjoying brunch at **Folklore**

café (highly recommended!) we all agreed that the **ACF** could definitely work here with the right layout. We figured it would look fabulous with **Chryslers** lined up along the wharf and through the **TAFE** college.

So **ACF 2019** was off and running!

After talking with the **PAE Council** about caterers, permits and street closures, they suggested an event grant was a strong possibility. And the Mayor was very keen. So, our Sponsorship Coordinator **Paul Williams** drafted up the application, and would you believe, **PAEC** came through with serious money – enough to make the **ACF** viable!

#### What better way to start a 3-day festival than with a relaxing morning coffee?

Our landmark 2014 *Dodge Centenary* **ACF** had set a pattern for the **ACF's** success with a variety of tours, cruises and guest speakers, offering interstate visitors a reason to participate. These events are a major factor in the early planning. *Where are we going? What will we do? How can we make it affordable?* etc.

At some stage, it was suggested going back to Tailem Bend, following our visit

in 2016 to the new motorsport park construction site to view the amazing progress. A small **CCCSA** crew had attended the August 2018 *SuperCars* race meet and classic muscle display there – and reported how it had been developed into a great venue.

Thanks to **Charles Lee** for initially contacting the display day organiser and starting discussions. It looked promising and he had set it up well. While he wasn't able to continue, he handed the baton to **Damian Tripodi** who finished the coup.

**The Bend Motorsport Park** could arrange a bistro lunch and the cost was reasonable. We would see the in-house museum with views of the main track. There was a track speed event booked we could watch, with free entertainment. Go-karting at the facility when we first arrived was an optional extra, and although costs were a little high, we figured it would round out a great day!

So the **ACF** kicked off from **West Adelaide Footy Club** with coffee at 9am on the Friday morning. I was privileged to have with me, **CAL's** 1970's race team manager **John Ellis**. He still has a strong interest in sporty driving and collectable cars,

making for great conversations for the day – and he enjoyed the event heaps.

Driving to the freeway in peak morning traffic took forever, but once we got on the freeway we moved along easily, albeit with a few minor casualties.

**Dave Osborne** changed a tyre before Bridgewater, and a VG Pacer broke a throttle cable coming into Hahndorf. Despite the best efforts of a team of helpers, worthy of the **Chrysler Service Department**, unfortunately the Pacer could not be fixed.

Continuing out through Oakbank, with just time for a quick pit-stop at **Millie's Bakery** at Nairne, we headed down the former Princes Highway across the original Murray Bridge to Tailem Bend.

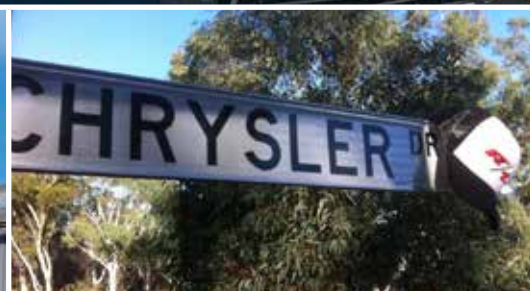
#### Thirty-five Mopars, hi-octane and a racetrack. What could possibly go wrong?

About two weeks before our event, The Bend advised us that the race practice was cancelled, and taht their go-karts all had engine fails due to some generic technical problem. What else could they offer?

Would a lap or two in our **Mopars** suffice instead?







John and I arrived with the tail-enders just in time to sign our liability waivers, as we were heading straight out onto the track! What an awesome feeling following thirty odd Chryslers out onto a working race track. You know we really should do a demo at the **Adelaide 500** every year!

The officials gave us a great run, starting with a lap of the 'short' track as used by the SuperCars. The official Pace Car, hotly pursued by **Rick Saxon** in his **300 SRT**, disappeared into hyperspace, leaving us lesser Mopar dinosaurs returning to the main straight at sub-light speed. My **Dodge** touched 75mph but I eased off, seeing a

bunch of us arrive together at Turn One. Then we flowed onto a lap of the 6.2km 'long track' intended for Le Mans style **Sports Car** racing.

The long track is very challenging, with many blind corners over crests, and it uses natural land contours for surprising variations in rise and fall. A double-apex right-hander certainly surprised our fast-arriving organiser. I was two cars behind, and as the track dropped away through the second apex, I could see Damian's **Charger** spin 270° in a cloud of tyre smoke and infield dust! Nice work **DT**!

That was certainly trying. Check out the **CCCSA Facebook** page for the entertaining video!

All attending voted it absolutely the equal-best Friday ever (except for **Di Hastwell** who was punching **Chris** to "slow the (heck) down". After all, despite the red mist descending in Chris' eyes, they still had three grandkids in the back of their **AP5**!

No-one got hurt though, and it led to plenty of good laughs at lunch!

After that tasty lunch we had time for a quick look at the displays, then we were off to Port Adelaide for the Friday night **Meet-&-Greet**. Another unfortunate casualty on the way back was **Duncan's VG ute**. He had to stop near Callington, but fortunately once again there was plenty of help to get him home.

### Years in Service – Chrysler Police Vehicles in the spotlight

While planning a theme for Friday night's soiree, I was kicking around a few ideas with **Stuart Croser** to follow up **Roger Carroll's** excellent talk last year in 2018, when we both hit upon Police vehicles and the guys who drove them. We both knew of a guy who developed them, ex-CAL & **Mitsi** engineer **Iain Robilliard**.

Plus, a few years back, the club connected with the **SA Police Historical Society** for soem dialogue about the Chryslers in their collection (back then they just had the one **Royal**, but now more recently they've acquired a **VK 360 Charger**).





Some CCCSA members are also lucky enough to own well-preserved ex-Police Chryslers (indeed, my first Val was a K-pack CL 318).

PAEC events staff had encouraged us to work with local businesses in the Port Adelaide area. Yes, it was hard to move from the perennial favourite **Chrysler Bar**, but we found a suitable venue at the funky **Commercial Hotel**. Coincidentally, they are connected with **American Motors Imports**, who import **Ram** trucks and the earth-moving **Dodge Demon** to order. The team there in **Nick** and **Tash** kindly offered us discount meals and to close historic Divett Street for exclusive **MoParking!** Good on 'em.

So I made some calls, securing three guest speakers for the night. Over 120 punters arrived at the pub to

hear tales of Police Chryslers from **Ron** and **Kev** from the Historical society, followed by Iain speaking on the development of the K10 Police Chargers. They were a weapon – using many surplus E49 parts. Iain told us of night-time test-runs on 'closed' roads in the NSW mountains, and so-on.... Some great tales and many thanks to Iain. We sure hope to read more in future **Torquebacks**.

It was a warm summer night at the port, and the street full of Mopars outside attracted lots of public interest (i.e. advertising), with lighting and security ably managed by our sponsor **AMS Security**. Thanks again to Nick, **Alex** and Tash at the Commercial Hotel for hosting the night – it was such a great vibe. If you're down that way, or passing American Motors Imports at Wingfield, please drop in, say hi and thanks.

### The MegaCruise – from Then to Now

A big thanks to **Luke Balzan** for setting up this year's annual MegaCruise – a great effort when you consider his work sends him overseas almost as often as local. All agreed to start it at Tonsley precinct, symbolically leading punters to our new venue at the Port precinct, then onto Welland which worked so well in 2018.

Despite the stinking hot weather, lots of folks turned up. Some 200+ amazing cars (with lots of interest in our two **Hillman Imps!**). There was a bit of trouble getting out though roadworks on South Road, that will all be finished by 2020 ...we hope. I won't say too much more about it here, as I expect it'll be covered on other pages here, but thanks to you all for joining in the biggest organised Mopar cruise in Australia!









## Mopars at Hart

Let me say just one thing about this years show at Harts Mill – thank you all for supporting it and making a really great turn-out! It's tough changing venues and folks don't always deal with change quite so well (that's now my fifth ACF venue!) but the team made it work as well as we had hoped for.

Over 200 cars were on display, and those down historic Nile Street and Mundy Street, leading to the club display group on the waterfront brought 'a speck of dust' to my eye (ok, maybe I brushed that off my Dodge) when I could see past the crowd. The Chargers arranged in the TAFE courtyard were just sublime too – hope you got to see it all!

Next year, the ACF will be back to late March so the weather will moderate and we'll have more different caterers available, and much more signage. We may re-allocate display areas to accommodate club requests, and link up more with the local hotels, while finding a way to still involve the tradition of **Tonsley Hotel**.

In closing, I ask you to thank the energetic committee who put it all together, and Charles Lee who is stepping down for health reasons – so we are looking for a new participant or two. Evolution is a constant of the Chrysler movement in SA, and I look forward to you being part of it at **ACF 2020** – the year of perfect vision!

Well done everybody – and cheers!  
– Jason







# the gospel according to luke

MOPAR MEGACRUISE

## FROM THE CRUISE COORDINATOR

There's undoubtedly something special about taking a Valiant back home to Tonsley. Last year's Adelaide Chrysler Festival was truly a special event parking under the Main Assembly Building, and while this year's event couldn't repeat the feat, we still wanted to maintain a connection to Tonsley.

To satisfy that need, we were all pumped to start the Megacruise from the hallowed grounds of Tonsley, and we did a great job of filling the western carpark with all manner of Mopar Muscle. There was around 250–300 cars that turned up at the start, including plenty of familiar faces along with plenty of new and different cars too. There was no shortage of special standouts, including crowd favourites of a black Dodge Viper and the incredible blue Plymouth Roadrunner Superbird. So cool to see a car like that, and in fact all of those that came, out on the streets being proudly driven!

It was also awesome to see so many participating in the cruise this year too. As I led the group in my little Galant down from Tonsley, through town, and opened it up on the new South Road motorway towards the beach, we saw a great setting sun over the ocean before finishing closer to town at Welland Plaza. But that's not where it ended... there was plenty of chatting and tyre-kicking at the end point, where Mopar fans were happy to hang out until well after dark. It's truly a great spectacle seeing so much classic Mopar on the streets, and I can't wait for next year's cruise!

– Luke







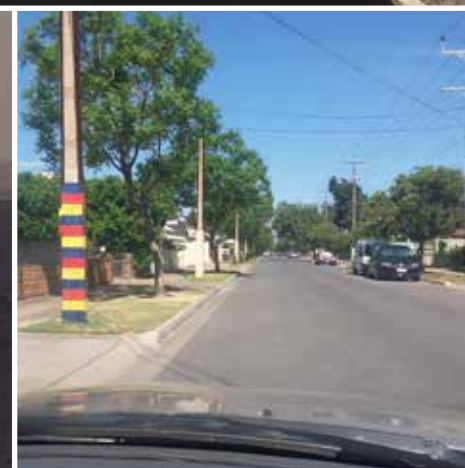
















































## GURMUKH DHAMI

Now here's a class bloke...

An icon of the CCCSA. Many of you undoubtedly would already know of this quietly-spoken Sikh gentleman who has virtually been part of the furniture around the club since the Gleneagles days. He's always a tireless worker and his beautiful VF ute is instantly recognisable – widely revered for its impeccable restoration and pristine condition.

But did you know this humble and unassuming fella is actually cult-figure amongst the Formula One and SuperCar fans?

Yes, our very own Gurmukh is quite an experienced international motor racing official... and famous for it!

Yep, he's so much of a legend that he recently was interviewed for an article on the CAMS website – which we've extracted from here!

When it comes to contributing in motor sport, **Gurmukh Dhami** has a very rich history.

The Malaysian-born official began his affiliation with the sport in the 1970s when he worked for a race team in his hometown before making the life changing decision to migrate to Australia.

While his move to Australia saw him take a break from the sport, it wasn't long until he found his way back into motor racing, only this time it was as an official.

Since getting back involved with the sport in his new home, Dhami is now able to continue giving back to his biggest passion that has given him so much joy over the years.

*"I started off as a race mechanic back in the 1970s in Malaysia and that's where my love for motor sport racing grew," Dhami said.*

*"Unfortunately the racing team I was working for moved to Hong Kong and I didn't want to move there, so I migrated to Australia.*

*"I got back into the sport because I wanted to put back into motor racing, so I became an official and that way I felt I could still smell the fumes."*

Adopting Adelaide as his home state, Dhami has been volunteering for more than 15 years at Albert Park, while also working at the **Superloop Adelaide 500**.

Despite the considerable distance between the two countries, Dhami made the effort to head back to his homeland for the past 12 years to volunteer as a Pit and Grid Marshal at the **Malaysian Grand Prix**, which held its last race in 2017.

For someone like Dhami, who has been to many events around Australia and the world, there are two factors that he loves about being an official.

*"It's meeting various people and making friends. Everyone down here is like a family and that makes it wonderful," Dhami added.*

*"Being with the same people you work with at every Grand Prix event, you become like a family.*

*Sometimes working in the pit and on the grid, you're aware of how fast the cars are and how fast we've got to think ourselves, especially if there is an incident at the start of the race, which in itself, puts pressure on us."*

Whilst the pressure and the people are what keeps the Pit Lane marshal constantly coming to Melbourne to take part in the international event, it's not the main reason behind his love affair with motor sport.

*"The most exciting moment for me is seeing the first car take off and the adrenaline rush you get from witnessing that up close," Dhami explained.*

*"It is always an exciting feeling coming to the Australian Grand Prix and, God willing, I will continue to be able to do it for many more years to come." Good onya mate.*

And we love seeing you and your amazing ute around the club too.

Sat Sri Akaal!

– Dave H  
(extract from [www.cams.com.au](http://www.cams.com.au))











***Gurmukh Dhami***







# Plymouth

## 1970 Plymouth Superbird

VIN RM23UOA158632



This Corporation ("Petty") Blue Superbird, built on 18th November 1969, is the 512th of 1935 Superbirds believed to have been built.

It is the 4th built, of 29 Corporation Blue cars currently known. It is believed approximately 36-50 Corporation Blue cars were built, however there are no definitive numbers on actually how many were manufactured in this special order colour.

This Superbird is also very uncommon having the A33 'Track Pak' option, consisting of A833 4 speed manual, 3.54 ratio Dana 60 differential, staggered leaf springs - 7 leaves on right hand side and 6 leaves on the left.

Additional options include bucket seats, 15" Rallye Wheels and Tachometer with clock.

**There are currently only 5 known Superbirds built in this configuration.**

Fortunately, this Superbird retains its original engine, gearbox and differential.

Most Superbirds were ordered as 'sales bank' cars, so were generally the least expensive to build, having the 727 Torqueflite auto, column shift, bench seat and 8 3/4" differential. These were shipped to dealers during the 10 week build period, ensuring enough Superbirds were built to enable the Superbird to be homologated to compete in the 1970 NASCAR season.

Corporation Blue cars were designated by a special order paint code being 999.

Chrysler documents dated 7-10-69 state that only six exterior paint colours were available for Superbirds. These were: EB5 - Blue Fire Metallic, EW1 - Alpine White, EK2 - Vitamin "C" Orange, FY1 - Lemon Twist, FJ5 - Lime Light and EV2 Tor-Red.

The factory Superbird brochure does however list that a special order colour of "Corporation Blue" can be added as an extra cost option. It was decided that at least a few of the cars built to bring Richard Petty back to Plymouth should be similar in colour to his Plymouth race cars. Petty's cars had been a unique, flat, medium blue for a number of years and the colour had become a recognizable symbol of the Petty racing enterprise.

Since Corporation Blue was not a normal colour applied to Plymouths in 1970, the cars that were painted Corporation Blue were coded 999. Understandably, the intention behind painting these cars and the closeness of the colour to Petty's race cars eventually led to people calling these cars Petty Blue cars despite the fact that they were actually Corporation Blue. On the fender tag you can see the 999 code at the beginning of the second line from the bottom. This was where the body colour was coded. These special order cars were also designated NASCAR 2 on their build sheets.

The current owners purchased this Superbird from its previous custodian in 2011, who had it in storage in Los Angeles since 1990. It was thought to be a "lost" vehicle until it was brought out of 21 years of dry storage. It was last recorded in Pacatioma, Los Angeles in the mid 1970's.

It was known to have made regular trips from LA down through Mexico to El Salvador in the 70's. There were many suggestions as to why you would want to drive this high profile vehicle through the back blocks of Mexico, some of these suggestions may have been confirmed upon disassembly when a .38 calibre bullet was found under the driver's seat and a 1959 El Salvador 5c coin was found under the passenger seat!

When the Superbird was found, it was fortunately complete, retaining its original complete numbers matching drive train, even down to the original carburetor etc. The vehicle received a full rotisserie restoration including restoration of every component.

Owners Rick and Jo would like to thank those that have assisted in the restoration.

Chris Kellow - Body Restoration and Paint  
Dave Lee Race Engines  
Bjorn-Frontier Trimming  
Richard - Differential and Gearbox, Marion SA  
Don Hordacre  
Greg - C+C Radiators  
Paul - Elko Performance  
Delway Plating  
Associated Grit Blasters  
Dizzi Decals  
Tim and Dean - odd jobs and enthusiasm!

Huge Thankyou to John Vologianis - mechanical assembly and assistance throughout the build - Thanks Mate





# *around the corner*

PORT ROCKS

## ADELAIDE CRUISIN' CLASSICS AT THE BRITISH HOTEL

















### DAVE RAWNSLEY

It's not often that the most talked-about car at a car show is also the worst-looking one, but that was definitely the case with David Rawnsley's bullet hole-ridden VG Pacer hardtop recently at Red CentreNATS. This thing had patina by the semi-trailer load from spending almost 30 years in the bush where it was used for target practice.

David saved the Valiant from the desert and brought the old girl back to life – before recently revealing it at the biggest car show in the red centre. This article celebrating the unique resto was published in the November 2018 issue of Street Machine soon after.

Apart from where the bullets and shotgun pellets have removed the paint, there isn't a speck of rust in David's VG. **Scotty Taylor** can probably tell the calibre of each and every hole in the car! This is the good B-pillar; it's only got shotgun damage, but otherwise it's mint!

*"I moved to Alice Springs in 2002 and heard about a Mustard Pacer dumped north of town," David says. "All my questions fell on no one knowing the car; then, in about 2009 a mate through Valiant circles mentioned his dad had seen one north-west of Alice in the 90s. In 2012 an article appeared in **Australian Muscle Car** magazine. I emailed the editor and asked them to send my details to the person who sent the image. A few weeks later a mate rang me and said it was his pic. He supplied a mud map and advised which cattle station the car was on."*

David then spent the next six months or so ringing the cattle station three times a week, until finally, on Christmas Eve 2012, they gave him permission to enter the land and remove the car. It's kind of tough to pick a good side. The driver's side quarter took a fair bit of damage when the rear suspension broke, but David thinks the car then flipped, as the B-pillar on the passenger side took a big hit too

By Australia Day 2013 the car was back at David's place – well, what was left of it. *"It had a bootlid, front and rear bumpers, no tail-lights, no doors, no guards, the stone tray was there and*

*the bonnet was on the ground folded in half,"* says David. In effect, it was basically yard art at this point, but more on that later. Ordinarily, the story of how these cars end up in their final resting place is lost to time, but David managed to dig up a bit of this Val's history.

Apparently it was owned by a bloke originally from Sydney who drag-raced the car in the early 80s, and one of his mates recalled that the car had run a four-barrel in the past, which requires the relocation of the wiper washer bottle, and there is evidence of this having been done in the engine bay. *"The last probable owner worked on cattle stations in the mid-80s in the NT; he returned back to Sydney in about 1986 without the car,"* David explains. *"The story I got was that the car had a rear suspension failure on a backroad where it ended up either upside down or on its side. The left rear B-pillar was badly bent and the right rear spring front hanger had been torn out of the floor when I started working on it. It had been poorly repaired at least once prior to this."*

David found some original Pacer hubcaps to go on the widened steel wheels. You would think with the way that David has brought this car back to life using well-worn but original parts that he'd be a Valiant nut from way back, but that's not the case at all: *"Back when I was a young fella in Melbourne, it was only the wogs that owned Valiants. My step-father was a race car driver,*

*so for my first car he asked me: 'What do you want in a car?' so I said: 'I want two doors, lots of carbies and lots of gears!' He said: 'Get a Charger,' but they only had three gears, so at the time I had the choice of two cars. I could buy a \$3000 E38 or a \$3000 Datsun 180B coupe, and I bought the 180B in the end because only wogs buy Valiants!"*

It was actually David's wife that turned him on to Vals; she wanted him to build her a Charger. *"I started collecting whatever bits I could find in Central Australia, buying anything that came up for sale,"* he says. *"At one stage, I think I had 32 Valiants in the yard. Lucky I've got seven acres!"*

The initial plans David had for the car may make a few Valiant fans wince. In all likelihood, if it had've been an ordinary VG coupe, not a Pacer, it probably would have ended up in the garden as yard art or sliced in half and hung up on the shed wall! *"I initially thought it was too stuffed, but I had a mate come over from Sydney and he looked at it and said: 'Mate, this car's better than 90 per cent of the cars people are restoring,'"* David says. *"We're spoiled for choice out here in Alice Springs; there's no rust out here. Apart from where the paint is gone from the bullets, there's not a speck of rust in it."*

With a project David was working on for a mate stalling around Easter time, it looked like it was finally time for the Pacer to cop a bit of love. Not







too much, just sort out the mechanicals and leave as much of the car's history intact as possible. The VG was pushed into the shed on 29 April, which meant there was a little over four months to turn the gutted shell into a running and driving car in time for **Red CentreNATS**.

*"I wanted it to be as close to a genuine Pacer as I could – that was full of bullet holes,"* says David. A fully rebuilt Pacer 245 Hemi out of NBA star **Andrew Bogut's** car looks a little out of place with its shiny paint. To balance it out, David sourced the worst air cleaner and oil cap he could find

Fortunately, Hot Mustard was a pretty popular colour choice back in 1970, so David managed to track down the missing body panels in matching original, including an original Pacer front-left guard. The other panels just needed a bit of masking tape and flat black paint to replicate the Pacer stripe. Thankfully, David didn't go to the extent of shooting the new panels up with

a shotgun to make them an even more perfect match! The most expensive part of the build was the high-back Pacer hardtop seats. While there is no hoodlining, the car has been treated to carpet, door trims and a rear seat! The shiniest bit on the car is the chrome strip running across the dash, another NOS piece that David sourced. You can also see that this was a radio- and heater-delete car. Could it be a lightweight race version, or did it just have a TAVO for a first owner?

David even managed to save the original bonnet, which was in really bad shape, although it took some fairly major surgery: *"I straightened it out, but it had no strength in it, so in the end I cut the skin off it and glued the skin to another bonnet."*

The other major piece of bodywork that was required was the left-hand B-pillar, which had taken a pretty big whack. *"When I got the car the B-pillar was pushed in six-to-eight inches, so a back window wouldn't fit in the car,"* David

says. *"So we put a Porta Power in there to push it back out and did it without losing any paint."* The right rear quarter also needed to be pushed back out to fit a wheel under it, but very little was done to the rest of the panel. No point making it look too nice! The interior has also been made a lot more liveable with a set of high-back bucket seats, carpet and door trims, and a genuine Pacer instrument cluster went back in.

Powering the car is a rebuilt Pacer engine and three-speed that came out of NBA star Andrew Bogut's Pacer after he swapped it out for a 360. At least it's gone to a good home. After making a splash – or perhaps a small dust storm – at Red CentreNATS, David's plans are to get the car licensed and on the street: "Some of the bullet holes are exit holes, so they've got quite sharp edges and I'd probably have to belt those in. I really thought it would be driving sideways, but she drives dead straight. It's quite a nice car to drive – except for the wind noise from all the holes in the firewall!"



### ADELAIDE ALIVE

It's been a long time between drinks for me and the local V8 racing. I used to head to the Adelaide 500 often in my youth, enjoying the first few race meetings, but then for one reason or another, I've skipped most of the last 15 years, most recently due to being away during the race weekend.

This year though, I finally made a return to *Clipsal*, – er... I mean the *Superloop 500*, and I had a killer day indeed!

It was nice to see American muscle prevail over the fake *Vectras* and un-buyable *Nissans*.

I had some interesting discussions on *Facebook*, where it was duly remarked that the *Mustangs* in the race barely even look like the 'Stang, and that its an unusual turn of events where our great Aussie race series is now just a competition between American, German and Japanese cars.

It is indeed a sad thing to see.

I must admit, the *Mustangs* do look rather odd, but even though it's stretched and deformed, at least the *Mustang* is the only entrant in the main event that has some actual V8 heritage and can be bought in some form – and that kinda resembles what is raced.

It makes me wonder what has become of the *Supercars* series and whether it's even relevant. It seems we have gone from a GT production series to something approaching *Nascar*. But unlike *Nascar*, where the fibreglass shells are unashamedly a departure from production models – and there are fewer rules governing drivetrain (and I have to say having been to the *Charlotte Motor Speedway* for the *Coca-Cola 600* last year, *Nascar* is amazing to watch!), we cling to somewhat draconian homologation rules (should that be homogenisation?!?) to bolster a now-redundant *Ford/ Holden* rivalry...

Perhaps that's why the most interesting race of the day was actually the *Touring Car Masters* earlier in proceedings.

Here, we get to see racing from days when it was easy to instantly recognise one car from another and drivers really have to drive. A few American

beasts were up the front of the pack, where *Ford* and *Chevy* like to do battle, but there was plenty of Aussie action too, with bucket loads of *Toranas* and a sole *Valiant* too.

**Cameron Tilley** is proudly waving the *Mopar* flag in his '69 VF *Pacer*, which recently had an engine upgrade to a V8. He ran a great race going from 12th to finish 9th. One of the oldest cars on track too. It was impressive to see the mighty VF flying around the city circuit.

Despite my gripes about the *Supercars* series, the *Adelaide 500* turned up with the goods once again, with great entertainment on and off track (including a killer concert from the *Red Hot Chili Peppers*, which included some great old-school tunes like *Higher Ground*, *Soul To Squeeze* and *Freaky Styley*).

Looking forward to the next one!

– Luke









## DON GARLITS' MUSEUM OF DRAG RACING AND THE MUSEUM OF SPEED

As many of you would know, I spend a fair bit of my time travelling for work. Most of the time, it's to unusual remote locations where the work is, but occasionally I get to spend a weekend in a decidedly cool location. I always try to make the most of any opportunity, and enjoy looking up whatever car-related activities may be close at hand.

Earlier this year I was heading to Florida, and when I made mention of this on Facebook, fellow CCCSA member **Rick Saxon** noted that I would be within driving distance of the **Don Garlits Museum of Drag Racing**. Now that's certainly an opportunity I didn't want to pass up, so I made sure to make time to visit the museum, located just out of Ocala, Florida – which is about an hour's drive from either Tampa or Orlando (or perhaps a bit less, depending on how liberal you are with the 55 mph speed limit!).

For those who don't know, Don Garlits is a legend of drag racing, and really was a pioneer of the sport, helping to develop it into what it is today. His most obvious achievement in the sport's development was the design of the rear-engined

top fueler, which has become standard in the category. This was a development that came as a result of a terrible accident he had where he lost part of his foot after a mid-engined top fueler came apart at the start of a race.

The museum chronicles the *"Big Daddy's"* racing achievements and innovations, containing cars that Don developed over the years. His 'accident car' is on display too, along with plenty other iterations of his *Swamp Rats*, along with various other drag racers from various categories. The museum covers drag racing's long history, discusses the rise of different categories, including both top fuel and funny cars, and has some truly amazing beasts on display. Oh, and did I mention that Don was a staunch **Mopar** man,

having mighty **Dodge** engines as his powerplant of choice throughout (and yes, he has a **Hellcat Demon** that he races too!). It's great to see a museum that is essentially focused on Mopar product over all others!

There's also a great display of engines, including various cutaways that **Chrysler** had made for training purposes, so you really get to see what's inside a hemi. It was pretty impressive to be close to so many elusive 426s too!

On top of all the drag racing homage, the museum boasts a second shed with various classics, from the earliest American mass produced cars to European and more. Best of all, the collection has a sizable contingent of Mopar muscle, from old



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Chrysler 300s to Chargers, Challengers and even a **Plymouth Superbird**. Very cool!

The museum is a brilliant place to visit, and a must for any car fan. It's definitely worth the drive, regardless of where you may be in Florida, but be warned that you'll need to spend at least two to three hours to take it all in! There's some great memorabilia on offer there too!

And if one museum is not enough, there's another great car museum not too far away in Mount Dora, halfway between Orlando and Ocala. The **Museum of Speed** is a great little museum that brings together everything motoring-related in an eclectic collection of stuff spanning the classic eras up to the modern day.

Sadly, there's no Mopar on display here (speaking to the museum owner, he's not a Mopar fan, after he had a Charger in the '70s and found it a dog to drive, but he did appreciate my brand affiliation!), but there's some cool **Chevs** and **Fords** on display, alongside **Porsche**, **Ferrari** and more.

There's a large number of amulances and hearses too, which makes things interesting, along with memorabilia, fashion, and various pop culture items on show together with the cars.

Again, this one's definitely worth a stop – but call ahead to make sure they're open and/or book.

See, there's so much more to Florida than just Disney World or Miami Beach!  
– Luke

# All GASSED UP Diecast and Collectables

Sally Anne and Grant Bradford  
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# neighbourhood watch

COMBINED CRUISE WITH SMASA

SATURDAY 16/2/19

Well, it was another great turnout of cars for this years combined cruise with our old allies SMASA. This event just keeps getting bigger and bigger – as you can see by these photos – and is now regarded as a regular annual must-do for all of us locals!

Unfortunately I was not able to photograph every car but there are plenty of other pictures from other photographers posted online. Big thanks to **Paul** from **SMASA** for organising the cruise route and to the member for informing us that the Southern Expressway was closed. As we were heading to **Castle Plaza** a quick detour had to be made. But all up a great variety cars and what a fantastic evening to cruise.

– Damian



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# beneath the southern cross

MOPAR AUSTRALIA DAY CRUISE

SUNDAY 27/1/19

Well what can be said about the Australia Day Cruise other than awesome. 100 plus cars all of which were outstanding.

And what can be said about the quality of cars that came out on a great evening cruise. "Brilliant" is one description and "exceptional" would be my choice. To all who came a big thank you for coming along and showing off your rides. This is a pretty new venture and by all accounts the timing is good as a dress rehearsal for the ACF – and the interest will consolidate.

Rick Trembath came along in his newly restored Petty Blue *Superbird* and what a fantastic piece of Mopar goodness is that. Everything was out on show that night, from all models made here to lots of American muscle as well. What a great night it was to cruise too. I did a little something different and took them out towards the eastern suburbs and then down to Marion

Shopping Centre where we filled the back end of KFC. From there we finished up at Fulham Gardens. Most had dropped off by then but none the less a well attended event.

Social media works well for the advertising of club events, but that does bring along people who are always going to do silly things out there. There was a police charger that came along and was spotted by the boys in blue. Apparently he had a letter sent to him to present the car at Regency for inspection.

Until next time. Drive safe and its MoPar or NoCar. .

– Damian



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THURSDAY 27/12/18

Jaf's Last Cruise of the Year is a phenomenon. It has become an institution, with the event growing to behemoth proportions in recent years. So much so that a new venue had to be found for the Last Cruise of 2018...

The number of entrants plus Boxing Day trading meant that TTP was no longer a possibility. So thanks to the efforts of the organisers (and I hear Rick and his mighty orange 300 had something to do with it!), the event kicked off in scorching heat from the old Holden's site at Elizabeth.

With a carpark that stretched for miles and miles, there were quite a few of us who ventured down for the start of the cruise, with many more camping out at North Haven along the route to watch. I cruised from the start in the air-conditioned comfort of my Galant (actually, by cruise time, it was cool enough for windows only!) together with a few other Vals, and joined the club at North Haven to see plenty of fine vehicles – and a healthy Mopar showing too.

Another great show, with kudos to Jaf (who we spotted in the comfort of his 300C), and looking forward to 2019!

– Luke



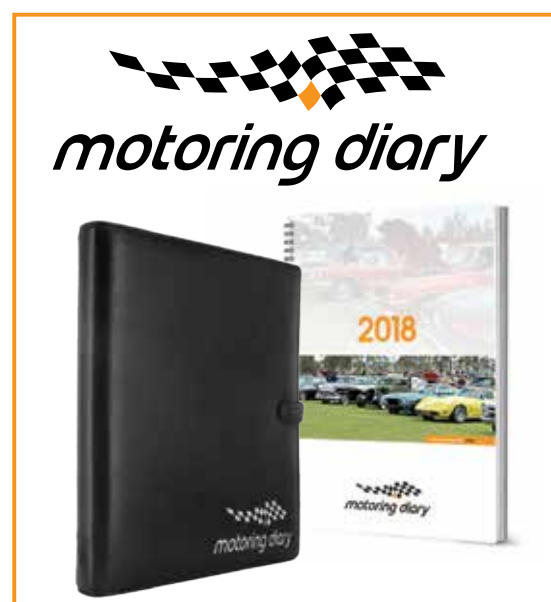
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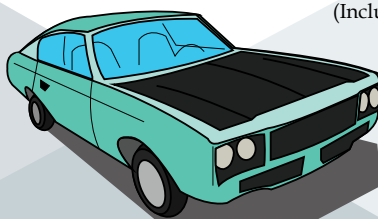
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Event	Date/Time	Location
Historic Race Meeting	April 27-28	Mallala Motorsport Park
CCCSA May 2019 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. Dinner available from 6pm prior to the meeting</i>	Tuesday May 7, 7:30pm	West Adelaide Football Club, Richmond
SA Police Historical Society Open Day	Sunday May 5 2019, 11:00am	South Australian Police Museum, city
Cavalcade of Cars <i>Bi-annual Kemewek Lowender weekend featuring the Cavalcade of Cars starting at the Wallaroo grain yards travelling through Moonta to Kadina oval for the Cavalcade Fair.</i>	Sunday 19 May, 8:30am – 3:00pm	Wallaroo grain yards
CCCSA June 2019 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 4, 7:30pm	West Adelaide Football Club, Richmond
CCCSA Membership Renewal Day <i>Memberships are due for renewal by 30th June each year. Come renew your membership, have your logbook stamped and enjoy a BBQ sausage. This year 1, 2 or 3 year renewals will be available.</i>	Sunday 23 June, 9:00am – 3:00pm	West Adelaide Football Club, Richmond
CCCSA July 2019 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 2, 7:30pm	West Adelaide Football Club, Richmond
CCCSA August 2019 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 August 6, 7:30pm	West Adelaide Football Club, Richmond

**Torqueback**  
COMING NEXT ISSUE #37  
**MOPART: Part Two**



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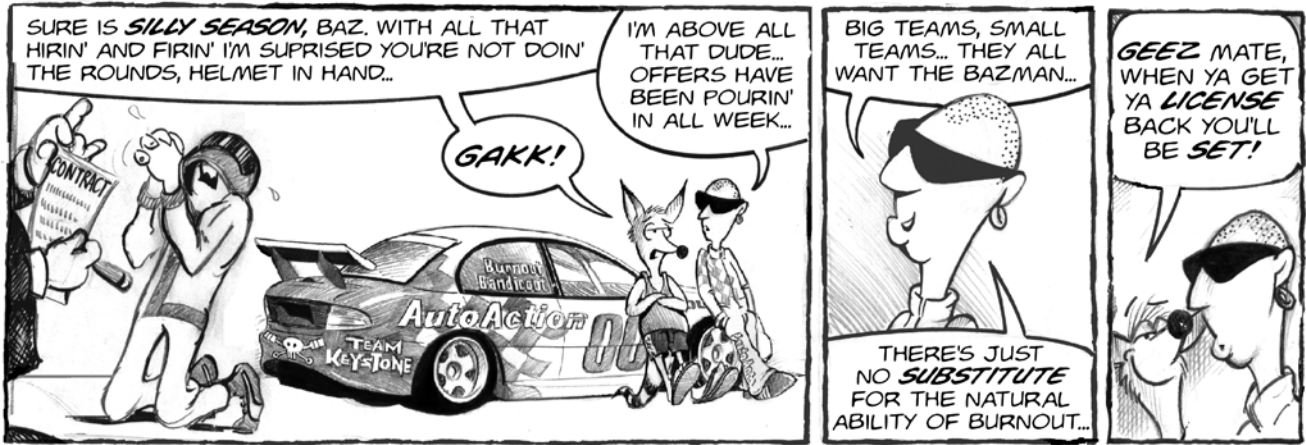
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