



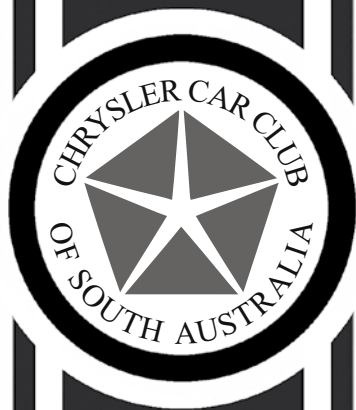
Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



**Aussie Delivered
Forwardlooks**

PART TWO



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

NOVEMBER '09 - FEBRUARY '10



All correspondence should be sent to:
The Chrysler Car Club of South Australia Inc.
PO Box 240
Greenacres SA 5086

General Meetings are held every second Tuesday of every month at:
Model T Clubrooms
Port Road
Croydon
(directly opposite Officeworks)

Membership Fees
Regular - \$20.00 per year (& quarterly magazine)
Historic Registration - \$30.00 per year (& quarterly magazine)

Greetings, oh mighty mopar lovers...

What a relief that it's finally daylight savings and almost summer... Hope you all have your cars at the ready, awaiting some fine summer cruzin'.

The AGM saw us welcome Jason Rowley back to the committee as the new event coordinator. A big thankyou to Andrew Kloot for the years he has put in as the events coordinator and the many great events he has organised in this time.

You might not be aware but back a little, Street Machine Magazine organised a photoshoot to take photos for the second installment of the Chrysler identification guide for their magazine. 8 cars were photographed by the amazing Guy Bowden. He was nice enough to allow me to take a couple of behind the scene 'teaser' photos for our magazine. Keep an eye out on the newstands for the coming issues of Street Machine.

My suburban (Oscar) is not too far from being on the road. Just returned from the paint shop all straight and shiny, and is now sitting in my shed

awaiting reassembly. It's all very exciting and I can finally start to see the light at the end of the tunnel. The next hurdle is Regency Park... So please wish me luck with that.

This issue concludes the history of the Aussie Delievered Forwardlooks. A special thankyou to Barry Thomas from the Chrysler Restorers Club for allowing me to feature his 1960 Dodge Phoenix. Thankyou also to Andrew Sharpe for his wonderful article on the history of the Aussie Forwardlooks. A final thankyou to Gary from America for his much loved Selling Plymouth's in 1964 article, which also concludes this issue.

I greatly appreciate the input from all contributors for sharing their knowledge, passion and experience. If it wasn't for all the marvelous contributors we wouldn't have a magazine.

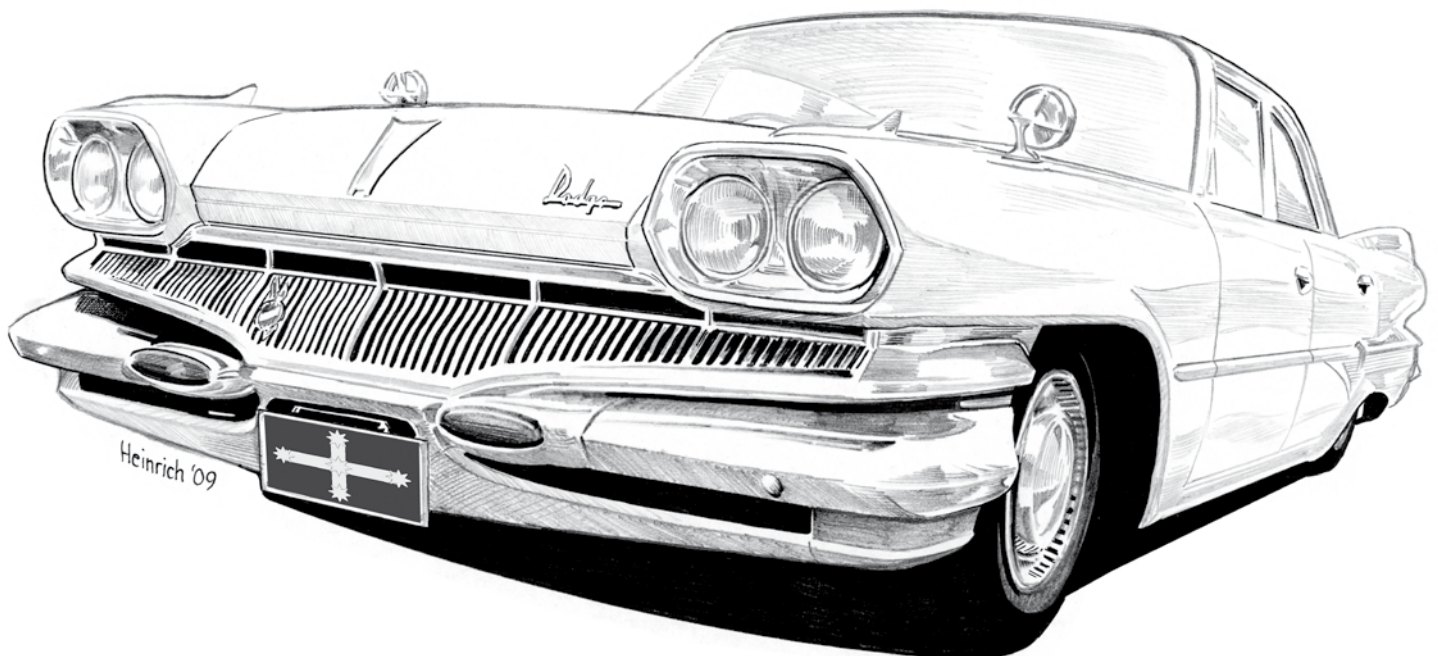
So if you have an experience to share or extensive knowledge on a particular topic or a mopar collection of some description, please let me know. I'd love to hear from you and I'm sure the rest of the members would also.



This magazine is a club magazine which means that it is for members to have their say or share their passion so don't be shy... We'd all love to hear from you...

The next issue will be on the Charger specials, so if you own one or know of someone who does. If you have ads, brochures or any other dealership or sales literature please let me know. Enjoy this issue and the summer sunshine!

Cheers **Adriana**



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Hi everyone good to see a bit of sunshine finally and the cruises are starting to hot up and we are getting more than 10 cars to most cruises at least which is a good start. I am looking forward to seeing some new rides out on the street as you all should of been getting them beasts ready during the winter hibernation period. I am personally hoping to have 1 or 2 new shiny rides ready in time for all chrysler day in Febuary which your committee is currently working on feverishly in order to make it a smooth running weekend

with a large number of cars and spectators. You may have noticed that we are carrying out the judging on the Saturday afternoon. There are several reasons why we are doing this. The main reasons being another step in the right direction towards a full two day event and to also make judging more thorough and to make the Sundays show easier to put on and less hectic at the gate on Sunday morning when over 200 cars are all trying to get in at once. As usual we are looking forward to YOUR help to promote, advertise and talk up the Chrysler day to make it a bigger, better event for us all. We need YOU to take some all Chrysler day brochures to your nearest Sprint auto parts stores and ask them if you can leave them at the counter. You can get brochures from the monthly meetings or by phoning me on the Chrysler club mobile. The club also has stickers for your rear window to promote the event if you would like to put a sticker on your car please call me on the club mobile and I will try and get one to you. Remember, the more people that know about the show - more people and cars will attend. We are running a full page ad in Chrysler action magazine which

will attract many interstate guests. Please make them feel welcome any way you can.

The Chrysler car club calendar is all finished and printed and it looks great. We have a very small quantity of spare calendars available for purchase. So call me on the club mobile or call into the monthly meeting to grab one.

Some of you may recall a movie which i was involved in about a year ago. Well the good news is the dvd has finally been released and you can purchase it at easy dvd outlets and several other stores. The movie's feature car is my dark green VJ hardtop. The movie's name is "Beautiful" made by KOJO productions.

Thankyou to all who have showed your support at the motorsport complex public rallies over the last couple of months.

Thankyou to those of you who have helped me with the calendar.

Seeya on the next cruise!

Here is the car you will either **OWN** or **ENVY!**

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DODGE PHOENIX
With everything that's latest and best in motoring



As of 31 August 09 the club has 186 vehicles on the historic scheme. An increase of 42 from last year's figure of 144 which equates to a growth of 29.16%, the biggest yearly increase since our records began. Increases have been recorded in all categories, 26 sedans, 6 wagons, 4 hardtops, the Utes have doubled from 4 to 8, but only 2 extra chargers. 85 log books were issued, 12 vehicles were sold and 2 remain unfinancial and are currently being followed up.

The quality of vehicles in the fleet is outstanding and credit must go to the owners for their commitment to their maintenance and appearance and of course efforts made to meet the requirements of the code of practice.

The highlight of the last year was once again the annual inspection and membership day held on Sunday 12th July. The weather was cool but

fine and was well attended by historic and non historic members. Just under 100 vehicles were checked and their log books stamped. Everyone had an opportunity to see a collection of mighty fine vehicles and some not seen too often. A merchandise stand was set up for the day and a barbeque was provided. Thanks must go to the many people who assisted on the day including Cathy for her efforts receipting membership fees, Steven and family for their work on the barbeque and the people who worked on the merchandise stand.

Once again I did a bit of a survey of log book entries. The usage of 93 books was recorded. Only books that have been in use for a full year were counted. The total number of journeys recorded was 1123 which equates to 12.07 journeys per book per year, or one trip every 30 days. The breakdown includes 70 as the

most used followed by 2 in the 50s and 6 in the 40s. 40 people used their vehicle 9 times or less and a further 12 did not use their vehicle at all. A further breakdown shows that 75% of the vehicles on the scheme are used only 6.48 times a year or once every 56 days.

The past year has been outstanding for the club evident by the increased numbers and interest in the club based registration scheme.

This job could not have been done without the help and support of the historic team including Chris Hastwell, John Eckermann, Tom Davies, Jason Rowley, Jeremy Goode, and Stuart Croser. These people have shared the workload including sharing the federation representation and their efforts are appreciated

Cheers, **Greg Helbig**

SERIES	SEDAN	WAGON	UTE	COUPE	HARDTOP	TOTAL
R						0
S	8					8
AP5	7					7
AP6	9	5	3			17
VC	12	3	2			17
VE	9	1	1			11
VF	12	1	1		3	17
VG	6	2			4	12
VH	3			21	2	26
VJ	6	1		14	1	22
VK			1			1
CLI	3			7		10
CM	3					3
Chryslers						
CH	1				6	7
CJ	1					1
CK	2					2
Dodge	10					10
US	14					14
4 Cylinder	1					1
Totals	107	13	8	42	16	186

Unfortunately Girl Torque was unavailable at the time we went to press, hopefully it will be back next issue...

COMBINED CHRYSLER CLUB / FALCON GT CLUB CRUISE, 20 Sept 09

On a damp & cloudy Sunday morning, around 8 vehicles & 12 members of the Chrysler Club met with a similar number from the Falcon GT club at Eagle on the Hill for an early start to Meningie where we had planned for a BBQ lunch.

Vehicles ranged from pristine XW/XY GTs & HOs to a late BA MkII GT and Chryslers from VC (new members, good to see), Chargers, CxC and a CL panel van, with one lone P76 V8 (now who could that be ?)

We left around 10am as the weather cleared up but it was announced the GT Club BBQ would not be joining us as planned, so there was a few minutes discussion for those, like us, who had brought raw meat.

The cruise up the Freeway to Taillem bend for morning tea was closely packed, with lots of overtaking and speed changes. The P76 driver sensibly led the way at a steady 200 mph. The surprise for me was the CL panel van which, in the words of Elwood Blues, "got plenty of pick-up". I thought maybe it was slipstreaming ?? Tea break found most cars behind the big Shell servo comparing overheating & rough running problems. At least the sun was out. Amazingly the toilets at the servo were clean - in fact the Gents was still BEING cleaned so the signs were out and no-one was allowed in ! Ahhh, Neccessity is the mother of invention ... Leaving

TB behind, we proceeded past the pink salt lakes, which is a most scenic run in Spring, to Meningie on Lake Albert and finally round to the town oval as planned - it's off the main drag and I can say I hadn't been there before. As there were no facilities a decision was made to double back to the Lions Park on the main drag where we found ample parking (locals musta heard we were coming) and a BBQ by the lake providing a windbreak under old trees. In fact, if you were in the shade it was still cold so one NEEDED the windbreak. Folks then opened picnic baskets, cooked BBQs and popped corks. Stuart cooked half a cow for himself & 2 friends, and our new members brought a gourmet lunch which everyone envied.

After lunch and a good natter around the BBQ, there was a bit of amateur footy for the energetic, more wine for the less inclined, and of course the lads popped the cars' hoods to compare notes. There were some very tidy Chryslers & GTs alike but the van again surprised, revealing a 440 Big block ! On the way home we followed the folks in the VC across the Wellington ferry to Bremertons Langhorne Ck winery. There we sampled some excellent wines before heading home to our next appointment.

A very enjoyable day run with the GT club as usual and we hope the CCC can collaborate with them on another.

Cheers
Jason & Karen



PART TWO

...sister 1958/1959 Dodge and De Soto vehicles were only sold here as traditional four door sedans. The Plymouth's hard top styling would have been a brand new concept to the Australian car buying public and it was one that appeared to meet with approval. Registration records show that there were 276 proud new 1958 Plymouth Belvedere owners by the end of the year.

The Belvedere was indeed a very quick car by 1958 standards, even with the smallest engine on offer. Out of the three US imports, Plymouth's 318 Polyspherical V8, Torqueflite transmission and lighter body combination, may have had a slight performance edge over the heavier, upmarket Dodge and De Soto sedans. Many may be familiar with the August '58 Wheels Magazine road test of a new local '58 Plymouth Belvedere which the test team put through its paces, achieving a flat out flying 118 M.P.H. The road test concluded: "Summing up: An honest car in every way, nothing bodgie about it what-ever. Is proof against most anything, from brutal usage, to wind, dust and water. Has moderate ground clearance only, but is able to take tremendous punishment underneath. Has loads of sheer raw power if required, and is capable of indecently high speed, but is silky and as docile as a kitten if handled quietly. At 3'000 pounds plus, is competitive".

Moving up in price and prestige a customer could find themselves behind the wheel of a new Dodge Custom Royal sedan, where they could

experience the same fine Chrysler handling qualities and similar performance as Plymouth owners. The 1958 Swept Wing Dodge's front end treatment was somewhat blunter than that of the Plymouth, but it was still quite appealing, with a central fine bar grille and Dodge's US model trade mark split front bumper. The "Swept Wings" of course, referred to the Dodge's graceful rear tailfins nestled atop the quarter panels, which themselves featuring neatly drawn out end points to accommodate Dodge's other trade mark, twin jet tube taillights.

Modern Motor magazine had their '58 Dodge test results ready for the August issue, under the title "Dicing in a Dodge" the opening remark speaking highly of the new car: "Sprawling comfort, 105 M.P.H and believe it or not, excellent road behaviour are yours with the 1958 Dodge Custom Royal." Tester Bryan Hanrahan loved the performance that the big Dodge offered and also praised the handling of the car. He wasn't too keen on the headlight treatment, apparent windshield distortion, or those Swept Wing fins, but he was still impressed enough with the Dodge overall, as to knock the previous months road tested Rolls Royce, claiming: "Jerry Ames' Silver Cloud Rolls Royce would be left for dead by the Dodge; it would also have a job to keep up on corners and even to offer as smooth a ride", high praise indeed. New car registration statistics for 1958 show 224 New Dodge Custom Royals found home to go to that year.



Chrysler's final offering was the 1958 De Soto Firesweep sedan, with high, triple tail light towers set into the tailfin ends and massive double bar front bumpers, the Firesweep was De Soto's low priced entry level car and when compared to Dodge's top line Custom Royal, the two cars were virtually the same price in Australia, give or take five pounds either way. Both cars carried identical drive trains, interiors, [steering wheels where brand unique however] and equipment. The Firesweep was De Soto's new junior car which had been first introduced in 1957. Primarily a De Soto body on a Dodge frame, it had Dodge running gear and Dodge front sheet metal, with De Soto's front bumper. Built at the Dodge plants, the Firesweep was De Soto's car for the lower/ medium price range. As the Dodge and De Soto cars delivered to Australia were really the same underneath [haven't we been here before?] and had near identical prices, it would appear that the customer's choice ultimately came down to the cars styling, or brand loyalty. Were De Soto's triple taillight tower fins more popular than Dodge's twin jet tube Swept Wings? Only 91 De Soto Firesweeps were registered in 1958, so De Soto was still running a poor third in sales.

No road tests could be located for the Australian De Soto Firesweep, but, it could be assumed the results would have mirrored that of the Dodge Custom Royal.

It is of interest that the 1958 Dodges and De Sotos were Chrysler's first cars to feature the companies brand new "Wedge" V8 engine. It





was lighter than the Hemispherical engine which it replaced, with an incredibly rugged design, excellent torque ratings and high performance potential. The engine seen here in our local cars was the 1958 only 350 cubic inch version. Wedge V8's would also power the 1959 Dodge and De Soto cars seen here in the larger 361 cubic inch form.

THE CARS: 1959

Was Chrysler Australia's new marketing strategy working? Dealers must have been happy with the customer response to the 1958 US imports and their resulting sales figures, because 1959 did indeed see the whole process repeated again, with the new '59 model Plymouth, Dodge and De Soto cars ready for Australian release early that year. Sadly, this would be the final appearance in Australia for Plymouth, or at least until 1965 onwards, when Plymouths were marketed here as Dodges. Poor old De Soto on the other hand would never return and by late 1960, the once proud make would find itself out of the automobile industry altogether.

Chrysler Australia was still marketing their Royal in 1959, as they certainly had been through 1958. The Royal was still the only real volume car that Chrysler had on the local market and it was still priced down with the oppositions Chevrolet, Pontiac and Ford Customline/ Fordomatic cars, priced lower in many cases, depending on the Chryslers options. By 1959 the Chrysler Royal was in it's revised AP2 form, with new styling features including a double fin rear and a more De Soto like front grille arrangement. Chrysler

Australia knew however that there was still a need for a more prestigious, upmarket vehicle to offer their customers, so once again the US imports were available for 1959.

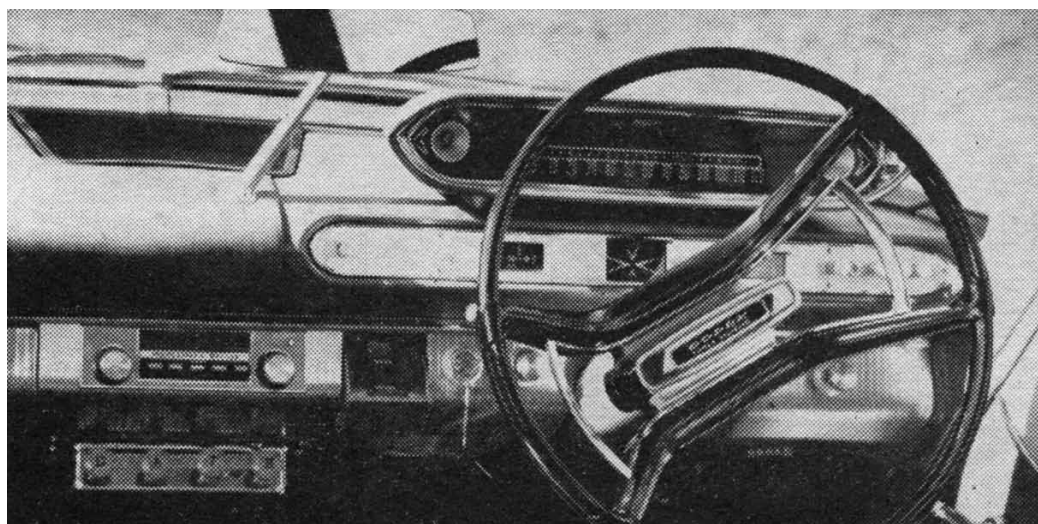
1959 saw Chrysler in the United States entering their third and final year using the 1957 body shells. All the '59 Chrysler makes apart from Imperial received a heavy facelift, which included all new front and rear sheet metal. Much of Chrysler's 1959 retooling expenses were allocated to Plymouth. The new models wore a heavier but more substantial front end treatment with double barrelled fenders. Some of the previously used anodized aluminium trim was also replaced with richer looking stainless steel. In the rear, the fins took on more of a blade profile, below which sat new wide oval segmented taillights with chromed die cast housings.

Australia's 1959 Plymouths were once again Belvedere four door hardtops, even though US Belvedere models had been demoted from their

"top line" status that year, replaced by a much expanded Fury line. Performance of the local cars would have been much the same as the 1958 models, the '59's continuing here with the same 318 Polyspherical V8 engines. The 1959 Plymouth Belvedere is perhaps the most famous of the Australian assembled '58/'59 Forward Look Chrysler cars, thanks to early Rock and Roll pioneer Johnny O'Keefe, who proceeded to drive his red '59 Plymouth Belvedere at break neck speed where ever he went. This ended spectacularly in 1960 with a horrific car crash which nearly claimed his life. It was felt that the size and weight of the Plymouth may have been the only thing that saved him.

Dodge's new Custom Royal model for 1959 was a wild looking creation, with all the previous Dodge styling cues taken to the next extreme. '59 Custom Royal sedans were probably the most flashy, flamboyant Forward Look Chryslers sold here new, from their heavy, sweeping headlight eyebrows and wide mouth grille/ bumper combination, to the still "Swept Wing" tail fins, with longer more elaborate versions of the jet tube taillights and let's not forget Dodges fancy knights head spinner wheel covers, which came as standard equipment on the local cars. The new 1959 Dodges were powered by a larger 361 cubic inch version of the wedge V8 engine, as were the local '59 De Soto Firesweeps.

1959 saw De Soto vehicles being sold in Australia for the very last time. In the company's thirtieth anniversary year, the entry level Firesweep sedans were again the models chosen for local assembly. Firesweeps were once again all Dodge underneath their exterior De Soto body shells, but the 1959 models now at least had proper De Soto front sheet metal, making them identical in looks to all senior models that year.



Right: 1961 Dodge Phoenix dash

De Sotos retained their trade mark triple taillight tower theme for 1959 and much like other 1959 Chrysler vehicles, received a heavy front end face lift, which included a new double bar front bumper incorporating a novel "twin air scoop" design in the upper portion. The Australian assembled cars came very well dressed, with the optional US exterior trim package as standard equipment. But as smart as the local De Sotos may have looked in 1959, their sales still came up short next to Dodge and Plymouth.

Wheels magazine tested all three of 1959 US imports for their August issue. This was not so much of a road test, as it was more of a drive around the block to give the cars the "once over" after each particular make had been collected from its respective Sydney distributor for evaluation. Tester Doug Blain's verdict showed reasonable distaste of the Forward Look Chrysler styling, but of the three cars, he felt that the '59 Plymouth was most appealing to the eye with, "A glamorous, almost Italian shape". He spoke highly of the engine: "The huge V8 has all the power any reasonably man could ever ask for and much more than most people would dream of using." But on the other hand, he criticized the Plymouth's "lack of space" and "difficult entry." Entry and interior dimensions were thought to be better in the '59 Desoto Firesweep sedan which Buckle Motors allowed Wheels to borrow for the entire morning. It would appear the testers had more time to put the car through its paces, claiming: "This car really does move... initial take off is shattering... violent is the word for this sort of performance, and there is no other". Dodge's Custom Royal was the last car to be reviewed and the flashy styling did not rate well. "Dodge is the most controversial of the three. You either like its looks, or you don't. Frankly, we don't, but we can quite understand the man who disagrees with us. It is the most expensive of the three, but

it is the best finished". Chrysler Australia's US imports came with the same standard features as in 1958, with one additional feature being that of power steering on all three cars.

LOOKING FORWARD TO THE FUTURE

With the 1958/1959 Plymouth, Dodge, De Soto US imports on offer, Chrysler Australia may have provided the damage control measures necessary to satisfy customers who had perhaps felt alienated by the 1957 Chrysler Royal introduction. These new imported cars may have also appeased Chrysler's disgruntled Australian dealers, who now felt they had a more competitive product to offer. It is doubtful however, that marketing the US imports would have been a profitable venture, or one that would have actually helped to increase Chrysler Australia's domestic market share. But at least it would have allowed the Company time to come up with a better solution. It was very clear that continuing to market three prestige models in such small volume wasn't going to make Chrysler any big money. Chrysler Australia had tried to solve this problem with the single replacement 1957 Chrysler Royal offering and failed. Customers, particularly those who expected a proper luxury

American car, were not overly impressed with the Royal as their only choice, something Chrysler found out the hard way. The final solution came with the decision to market a single luxury American import. This had to be a car with strong brand loyalty and one which could be sold in high enough volume to replace the re-introduced Plymouth, Dodge, De Soto, lines of 1958/ 1959. The answer came in the form of the 1960 Dodge Phoenix sedan. Now sourced out of Canada to reduce cost, the new Dodge Phoenix could be marketed directly in the price range of Chrysler's competitors. Australia's trade agreement with Canada also meant that the new Dodge could be ordered in a much larger numbers, thus enabling it to match the combined volume of Chrysler's old three car line up.

Never again would Chrysler Australia market such a variety of full sized luxury cars, as was the case with the 1958/1959 US Plymouth, Dodge and De Soto. They were expensive when compared to the competition, but the Chrysler imports came with far more features and standard equipment than either GM-H's Chevrolet and Pontiac cars or Ford's Customline/ Fordomatic and late 1959 introduced "Tank" Fairlane. The Chrysler imports could also easily out handle and out perform any of their domestic competitors.



Above/ Right: American 1960 Dodge press photos

From 1960 on, the Dodge Phoenix would take over as Chrysler Australia's sole prestige American import. The old Chrysler Royal would also still be around for a few more years yet, in its third and final AP3 form, but Chrysler Australia had its sights firmly set on the horizon. The company was about to become a major player in the Australian domestic car market beginning in 1962, when they tested the water with a new car designed for the masses, a car that would carry Chrysler Australia through the decade and see the company return record profits, a little car called the Valiant.

THE NUMBERS GAME

Caution is required when trying to determine exact production figures on the 1958/1959 US Chrysler cars assembled here for the Australian market. Registration records that people and magazines continuously keep quoting will only state how many "New Cars" were registered in a particular calendar year, not necessarily if those "New Cars" were indeed that year's new model. This was a common problem here in Australia where some new imported cars were not even released until the middle of a calendar year for example. It was often the case that a brand new car may not have been sold and registered here in Australia until early the following year. This is exactly what happened with the Chrysler imports in question. For example: 1960 registration figures state that there were some 61 Plymouths and 43 De Sotos registered that year. Neither make were marketing 1960 models in this country, so the cars in question are most certainly late selling



1959 models. The biggest problem in trying to discover exactly how many 1958 and 1959 Plymouth, Dodge and De Soto cars were actually built by Chrysler Australia lies in the fact that to date, no official Chrysler documentation from the period in question had surfaced. Perhaps it was lost forever long ago, or just maybe some diligent soul "procured" this valuable material on its way out the door to the dumpster and still has it in safe keeping somewhere.

Until such a time when "official" figures come to light, the only true way to unravel the production mystery is through the cars themselves. All the Australian assembled 1958/1959 vehicles in question should have their normal US VIN plates on the inside front left hand door hinge pillar, but our Australian assembled cars also carry unique Australian coded body number tags located at the top of the cowl/firewall area. 1958 model codes differ from 1959 ones, but they will both state what body number a car may be. The next big hurdle of course, is that you can't read the body code off one of these cars if it doesn't

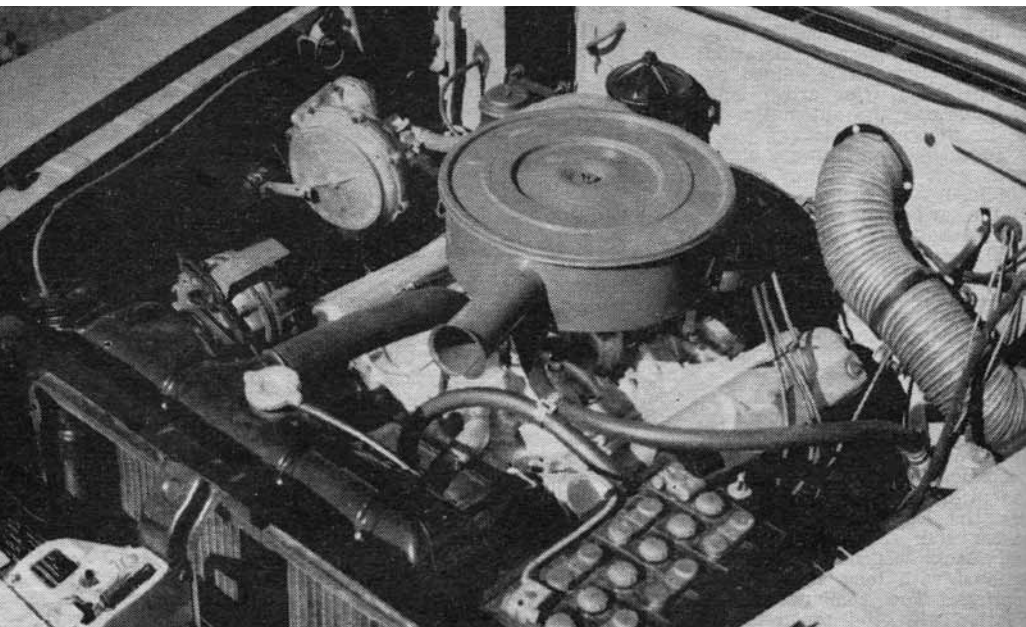
exist anymore. Remember these cars are 50/51 years old now and there is no way they have all survived. It would have to be said however, that there are more around than people may think, many are still tucked away in hibernation.

So how many cars were built? This question will only be known when the highest numbered vehicles are located, if they in fact survive. It would appear that for the 1958 models, that De Soto Firesweeps had the lowest production with perhaps around 100 cars being assembled here, the Dodge Custom Royals may have reached somewhere around 230-240 units, while the Plymouth Belvederes won out in sales with around 280-300 cars. 1959 volume was down a little over 1958 for Plymouth and Dodge, but De Soto sales did pick up slightly.

To indicate just how much difference may be present when comparing assembly volume to registration numbers, records state 93 De Soto were registered in 1959. Did Chrysler Australia actually assemble 93 1959 De Soto Firesweeps? Hardly; 1959 local De Soto numbers: 115, 119, 124 126 and 135 are still around, alive and well and were indeed registered in early 1960. If any of our readers own or know of any Australian assembled 1958/1959 models, especially higher numbered cars, please let us know so we can put more pieces of the puzzle together.

Andrew Sharpe
mopar58@tpg.com.au

Acknowledgements:
With thanks to Rick Bredin,
Gavin Farmer & Adriana Kloss.



Left: 1961 Dodge Phoenix engine bay

A Case of... The Blues

Barry Thomas' Aussie Delivered 1960 Dodge Phoenix is by no means something that would send you into a deep depression, it has the completely opposite effect. With it's outlandish space age Virgil Exner styling and the fact that it's painted in one of the most striking colours available, Heather Blue. This vehicle is a labour of love that will make you immediately fall in love with it.



This is Barry Thomas' 1960 Dodge Phoenix [known as Dodge Dart Phoenix in the USA] Model PD4. It boasts it's original 318 c.i. V8 big block engine [known also by some as the 'saw tooth' engine by virtue of the rocker covers being saw-toothed on the lower side]. This car is Built on a 118" wheel base and is a 3 speed push button TorqueFlite Auto with no park position. The stunning colour is the rarely seen factory 'Heather Blue' which is original to this vehicle. This car was assembled in Adelaide at the Mile End plant, where Le Cornu's now resides. It is believed that 372 were built in which 6 were built in 1961. The 1960 Dodge is the last to be graces with its signature fins...

The original owner was Les Martin who operated a Shell garage on Brighton Rd at Somerton which then became the Statue shop opposite Oaklands Rd intersection with Brighton Rd. The car was sold to Barry's father, Hedley Thomas, in approx 1968. Hedley was the originator and proprietor of Devon Agencies [opposite the Statue Shop] that made and still makes Christmas Stockings. The car was a family car and was used to tow many caravans

on holidays. Has been used and still continues to be used for family related weddings

Barry took possession of the car approx 25 years ago in a fairly bad state of disrepair with considerable rust in most panels, woolly engine, brakes not quite what they should be; worn upholstery and carpets etc. but otherwise a complete vehicle. He went about restoring the car and keeping it as original and factory correct as possible at the time. The body work, cut out and repair was done by Hunter Motor Body Repairs in Byre Ave, Somerton Park. The upholstery work, carpets etc was done by Classic Auto Upholsterers in Byre Ave, Somerton Park. Braking system repaired by Kent Brake & Clutch, Port Rd. Engine overhauled by ECBS and Adelaide Engine Services of Edwardstown. Transmission overhauled by Anderson Automatics, Byre Ave, Somerton Park. All reassembly was done by himself. Restoration took place over approx 2 years. Barry Thomas has been a member of the Chrysler Restorers Club of Australia [SA] Inc for 15 years. He has taken the car on many club runs, National and Federation rallies [both local and interstate].



Pictures from top to bottom: 1960 Dodge Aussie Delivered dash (note similarity to Chrysler Royal dash), push button transmission & steering wheel. Optional clip-on cigarette holders/ashtray. Intricate side mirrors. The original 318 engine. Barry in the drivers seat of his Dodge.





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forwardlook cruise

VICTORIA, 1ST NOVEMBER

By now you should all know what a Forwardlook Chrysler is (and how much I love them).... but if your a little on the slow on the up take... The Forwardlook era refers to the 1955- 1961 Chrysler Corp vehicles designed by Virgil Exner. The term Forwardlook referring to their space age, futuristic designs that were well ahead of their time.

On the 1st November I made the voyage over to Victoria (by plane) for the second Forwardlook cruise organised by friends of mine. 9 cars arrived at the start with 8 continuing on with the cruise. Cars in attendance included 1958 Desoto Fireflite 2dr hardtop Sportsman, 1958 Plymouth Aussie 4dr hardtop, 1961 Imperial 4dr hardtop, 1959 Desoto Aussie sedan, 1959

Desoto Fireflite Sportsman 2dr hardtop, 2x 1961 Chrysler Newport sedans, and a ex Adelaide 1961 Aussie Dodge Phoenix.

I cruised in the gorgeous yellow '58 Desoto Fireflite (pictured top right). We cruised up around the hills where we stopped to take some photos of the vehicles within the lovely country landscape. Further on we stopped at Trentham and then continued onto Woodend for lunch.

The cars looked fantastic and caught the eyes of adoring members of the public who stood in awe of the finned creatures that stood before them.

It was a great and relaxing day, filled with fabulous cars and lovely people. Hopefully next

time I'll be able to attend in my suburban.

Adelaide Forwardlookers don't feel left out, an Adelaide Forwardlook cruise is currently in the planning stages for early next year... If you would like more information or to be kept in the loop on developments please contact me. Details will be released closer to the day...

cheers adriana :)



1959 Desoto Firesweep



1961 Dodge Phoenix 4dr sedan



1961 Chrysler Newport 4dr sedan



Andrew Sharpe's 1958 Desoto Fireflite Sportsman



Anthony Vigilante's 1958 Plymouth Belvedere



Line up outside a gorgeous run down old house in Woodend.



street machine photoshoot

BEHIND THE SCENE PHOTOS



Selling used cars often proved to be interesting too. One deal still makes me laugh when I think of it.

I was sitting in the lot shack with another salesman when a middle-aged man came walking onto the lot. He was wearing worn bib overalls, an old cap, several days' worth of whiskers, and he had obviously been drinking. In fact, he was quite drunk. I went out to greet him, and he immediately asked where we kept our used Imperials. We had three sitting in the front row, so I took him up to look at them. He chose one that was about three-years-old, and said he wanted to take it on a test drive. I tactfully told him that I couldn't let anyone who had been drinking, take a car on a test drive. He said; "Oh, hell, I know I'm too drunk, so you drive."

If we had been busy, I might have found a way to get rid of him, but the day was slow and I decided to take him for a drive. He asked me to head out of town, because he wanted to see how it was at highway speeds. Once we left the city limits, he told me to floor the accelerator and not to let up until he told me to, so I floored it and watched the speedometer climb...and climb...and climb! At about 110 mph, he told me that was good enough, and that I could now return to the lot. When we got back, he gave me the usual line that means I'll never see you again..."I've got to talk it over with the wife."

A couple of hours later, I was telling another salesman about the guy, and to my surprise, a '57 Mercury hardtop came driving onto the lot. A woman was behind the wheel, and my drunk customer was sound asleep in the passenger seat. She was embarrassed as she told me her husband had insisted she come and look at the Imperial. I hadn't returned the Imperial to the front row, and it was still sitting beside the shack. The guy opened his eyes and pointed at the car. "That's the one I want, Honey." She looked apologetic, but said she too liked the looks of the car and asked how much it

would cost to trade. I consulted the NADA book to find the value of their Mercury, and offered what I thought was a fair price difference. I left myself a couple of hundred dollars to deal with, but I never high-balled a customer, preferring to be known as a credible car salesman. She looked at her husband and asked him what he thought. "Write him a check," he said. We had the paperwork completed in a few minutes, and I watched them drive off in their Imperial. I had just completed my easiest sale ever!

A piece of fender chrome was missing from the Imperial and it was already on order, so before they left, I told them I would call when the part came in and they could bring it in to be installed. A week or so later, I called and the guy came in to get the part. He was sober this time, and neatly dressed. He looked sheepish and apologized for having been drunk when he had been there earlier. He said he originally came to the lot to kill time while his wife was shopping and he had no intention of buying a car. He said he loved the Imperial, but he had only bought it because I didn't high-pressure him. I later found out that he was a wealthy farmer with a couple of oil wells, and that writing the check for a three-year-old Imperial wasn't a big deal for him.

Another story that might appeal to hot car enthusiasts involved a Dodge truck. An older farmer came in and said he needed a pickup truck with a big engine, because he towed heavy trailers and loaded his trucks pretty heavy when doing farm work. Our sales manager told him that the perfect truck for him had just arrived on the hauler. It was a blue CSS with the HPP option...a 426 wedge and TorqueFlite. About two weeks later, the farmer was back, complaining that while the engine was powerful, he was constantly spinning the wheels, and wondered if we could give him something a little better suited

to his needs. The sales manager found him a 383 truck, gave him a fair trade, and the old guy left happy. As usual, the sales manager's desire for speed convinced him to use the CSS for a demo. He put some sandbags in the bed over the rear wheels and was off hunting Corvettes and GTOs. He said he never got beat.

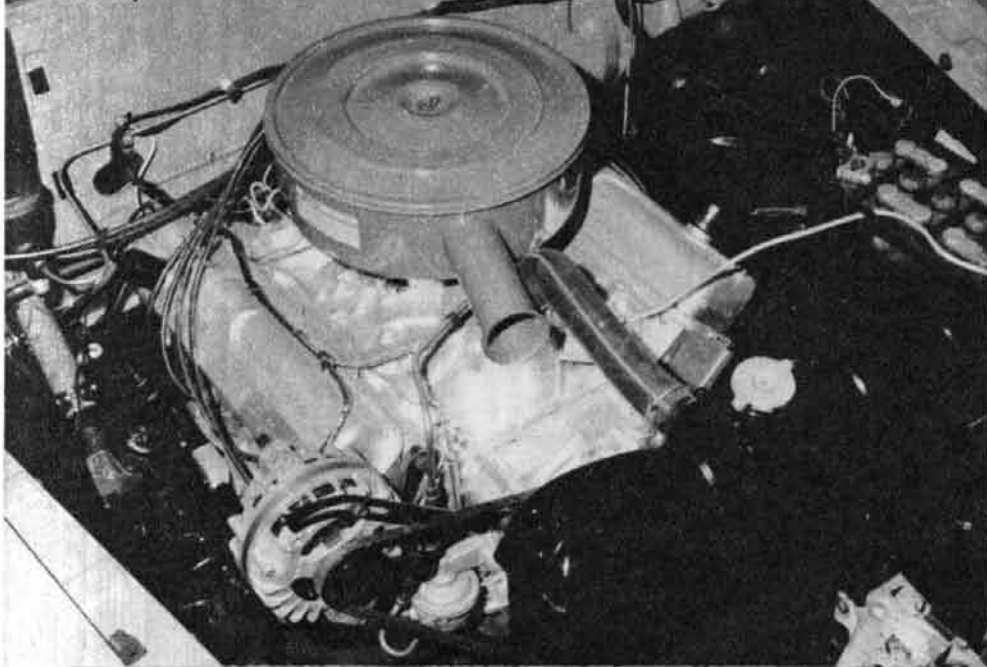
When the weather began to get cold that fall, I finally realized that even though I loved being around those wonderful cars, there was no way I was going to make a living in car sales. It took several years for the average salesman to build up a list of clients that you could depend upon to buy a new car every couple of years, and there was no way I could make it that long, especially with another baby on the way.

With great reluctance, I gave notice that I was leaving. The owner tried to get me to stay. He said he wanted to keep people who truly loved the product and who breathed and lived Mopar, but he also understood that I had to think of my family first. He offered a base salary through the winter months, but I knew it would only delay the inevitable. Our sales manager always told us that if we hadn't made our yearly wages by the time the snowballs flew, we had better find another job. So I did.

It was an experience I will never regret. I learned the system, and it's paid off every time I bought a new car. I've also remained loyal to the marque and have bought nothing but Mopars ever since. I consider myself very fortunate that I was around during the era when the most beautiful, most fun, and most exciting cars ever produced were the cars we drove every day.

Because of my demos, I had also fallen in love with the '64 Valiants, so when it was time to retire to sunny, warm, Texas, I began my search for a Valiant. It took two years, but I finally found a 225-powered V200 convertible that I restified, and I continue to drive it several times a week.

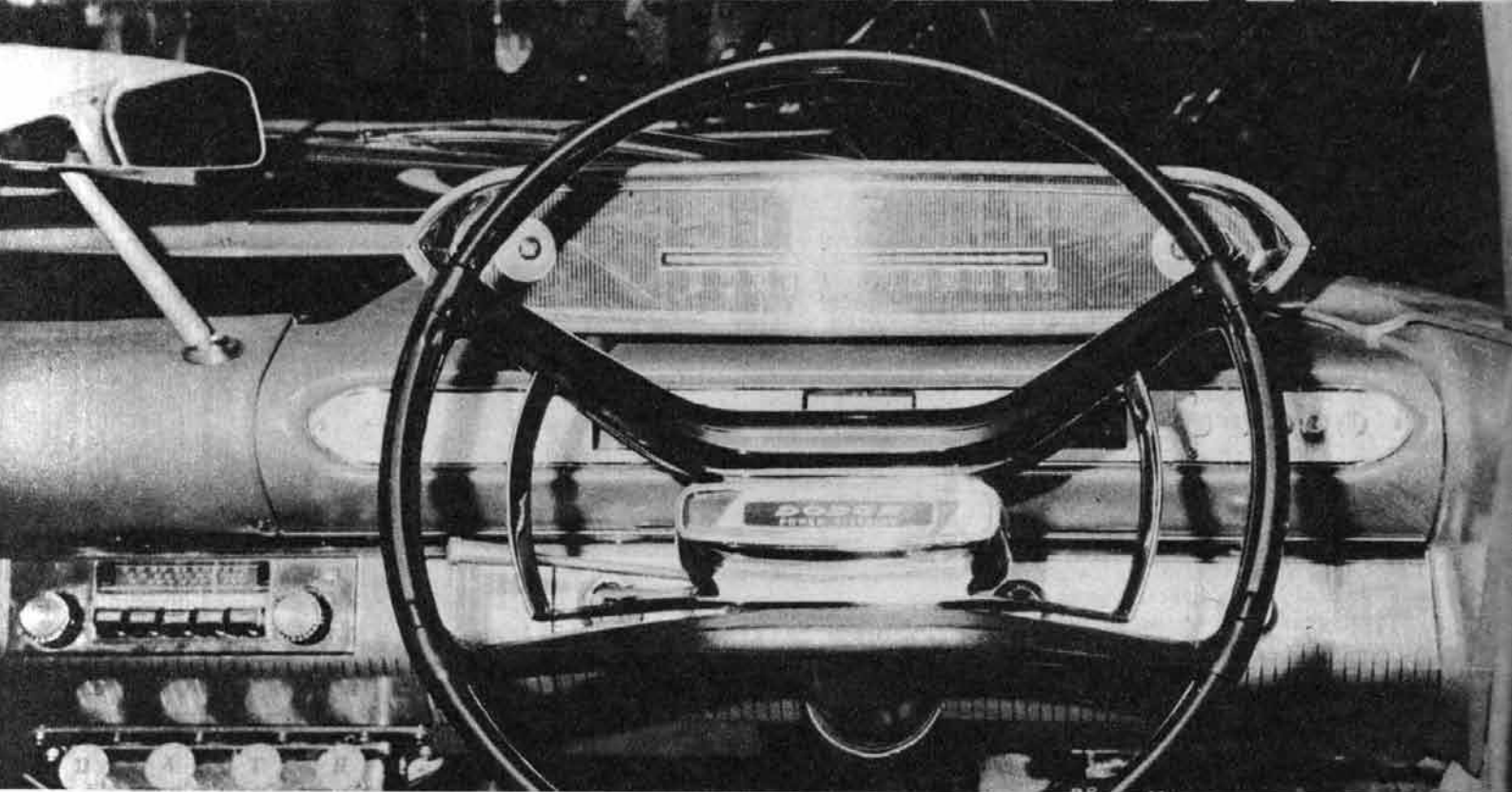




LEFT: Massive 5½-litre V8 turns out 230 b.h.p., hustled test car to a genuine maximum of 107.4 m.p.h. **LOWER PHOTO:** Ribbon-type speedo sits in its own binnacle, raised above top of dashboard.

Latest-model Dodge Phoenix is now marketed here by Chrysler Australia. Bryan Hanrahan tests the palatial Luxury Liner version

HIGHWAY



IT was a pleasure to discover that driving the £2825 (tax-paid) 1961 Dodge Phoenix Luxury Liner was NOT like sailing round Cape Horn before the mast.

This is a very stable motor-car for all of its 17ft. 4½in. And the 5½-litre, 230 b.h.p. V8 engine gives it a pile of go—though it doesn't have all the necessary whoa.

The car is not short of brake-lining area, like so many of its modern compatriots. But the deeply dishd wheels and fat 8.00 by 14in.

tyres, plus the enveloping bodywork, don't allow enough cooling air-flow.

The craze for ever-lower cars is the real culprit: 15-inch wheels and narrower-section tyres would probably make all the difference.

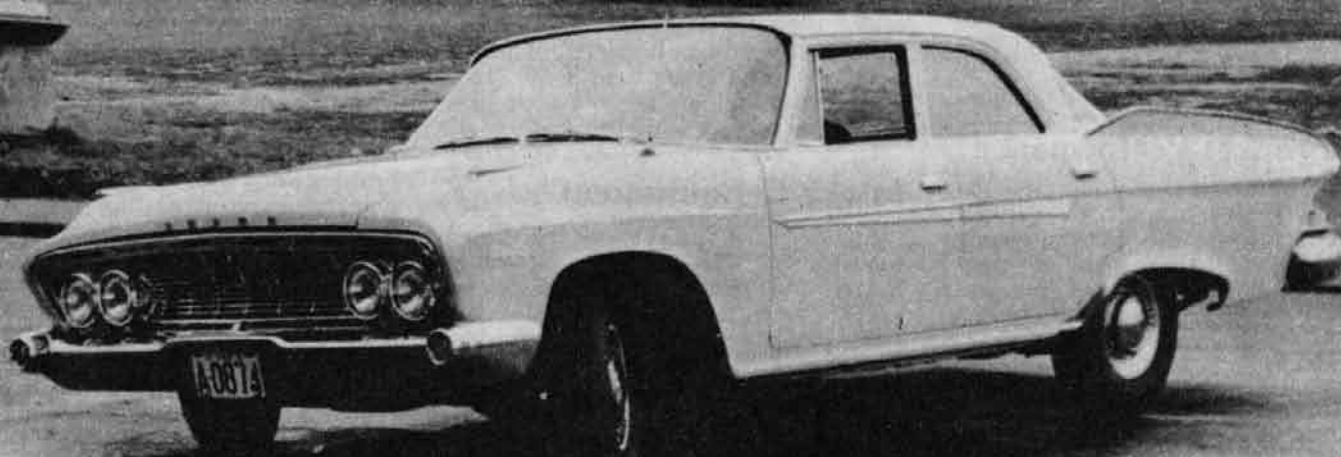
Still, the Dodge's brakes are well above average for an American—and they certainly don't lack power. The combination of self-energising shoes and booster unit, as usual, makes smooth low-speed stops practically impossible.

Descending from more rarefied at-

mospheres in the 100 m.p.h. region is not bad at all. There's a bit of judder and some strange honking noises from the front, but fade is relatively hard to induce. Once it has set in, however, it's wisest to stop and let matters cool off properly. Recovery is slow.

Good Brain-box Helps

Fortunately the Dodge has Torqueflite automatic transmission—a first-rate three-speed unit. You can select



LINER

STEERING is very slow-geared at 5½ turns lock-to-lock, but the Phoenix hugs the line well through corners, even when pressed hard.

Intermediate at up to 64 m.p.h. by pressing Button 2, or First at up to 35 m.p.h. by pressing Button 1.

This is proof positive that anything that makes an automatic less automatic increases efficiency: inside very wide speed ranges you can call in lower gears to supplement the brakes.

For the rest of it, the Torqueflite has a Drive range button that allows all three forward gears to change automatically, a Neutral button for starting, and R for reverse.

There is no mechanical parking position for the transmission — you rely on a twist-and-pull handbrake. The mechanics are not to my taste, but it held the car firmly on a 1-in-4 grade.

The drive control buttons are mounted on the dash and light up at night. They work like radio or TV channel buttons—push one, and the button that was depressed previously pops out. Regrettably, they are not proof against children's cotton-picking fingers: if a button that's pressed in is pulled out forcibly, it dislocates itself from positive action. Too bad if it's the Neutral button—you can't start the car!

Low is a fixed gear with a maximum of 52 m.p.h.; Intermediate hops into top when it runs out of revs at 77 m.p.h.

Changes up and down are as smooth as I've experienced with an automatic. Using a normal accelerator foot in Drive, Low swaps for Inter-

MAIN SPECIFICATIONS

ENGINE: V8, o.h.v.; bore 99.31mm., stroke 84.07mm., capacity 5212c.c.; compression ratio 9.0 to 1; maximum b.h.p. 230 (gross) at 4400 r.p.m.; maximum torque 340ft./lb. at 2400 r.p.m.; Carter twin-choke downdraught carburettor, mechanical fuel pump; 12v. ignition.

TRANSMISSION: Torqueflite three-speed automatic; ratios — Low range, 15.80 to 7.15; Intermediate, 9.35 to 4.23; top, 2.93 to 1; hypoid-bevel final drive, 2.93 to 1 ratio; 26.4 m.p.h. per 1000 r.p.m. in top.

SUSPENSION: Front independent, by torsion bars and telescopic shock-absorbers; solid axle carried on semi-

elliptics with telescopic shockers at rear.

STEERING: Recirculating-ball; 5½ turns lock-to-lock, 42ft. turning circle.

BRAKES: Chrysler hydraulic with vacuum servo; 376 sq. in. lining area.

WHEELS: Pressed-steel discs, with 7.50 by 14in. tyres.

DIMENSIONS: Wheelbase, 9ft. 10in.; track, front 5ft. 1½in., rear 5ft. 0½in.; length 17ft. 4½in., width 6ft. 6½in., height 4ft. 7in.; ground clearance 5in.

KERB WEIGHT: 33½cwt. (37cwt. on test).

FUEL TANK: 17 gallons.

PERFORMANCE ON TEST

CONDITIONS: Fine, cool; no wind; dry bitumen; two occupants, premium fuel.

BEST SPEED: 111.4 m.p.h.

FLYING quarter-mile: 107.4 m.p.h.

STANDING quarter-mile: 18.6s.

MAXIMUM in indirect gears: Low, 52 m.p.h.; Intermediate, 77.

ACCELERATION from rest through gears: 0-30, 4.0s.; 0-40, 5.9s.; 0-50, 8.7s.; 0-60, 11.4s.; 0-70, 16.2s.; 0-80, 22.1s.; 0-90, 29.3s.; 0-100, 43.0s.

PASSING ACCELERATION (using Intermediate hold and kick-down to Low): 20-40, 4.7s.; 30-50, 5.7s.; 40-60, 9.4s.; 50-70, 10.5s.; 60-80, 12.1s.; 70-90, 14.0s.; 80-100, 21.1s.

BRAKING: 32ft. 6in. to stop from 30 m.p.h. in neutral.

FUEL CONSUMPTION: 18.1 m.p.g. overall for 220-mile test.

SPEEDO: Accurate at 30 m.p.h.; 3 m.p.h. fast at 60; 6 m.p.h. fast at 90.

PRICE: £2825 including tax

mediate at 10-23 m.p.h.; Top comes in any time between 15 and 55.

A kickdown under the accelerator will produce Intermediate at up to 65 m.p.h.—instantly and without jerk or fuss.

Wheelspin can be had for the tramping at any time from go to 40 m.p.h. The torque flows in a torrent from the massive, silent engine—340lb./ft. maximum at 2400 r.p.m.

Moon-rocket Performance

Gross 230 b.h.p. output at the comfortably low r.p.m. of 4400 is effortless. Even on a compression ratio of 9:1 there was no ping-ing or roughness. You get the impression it would run happily on wood alcohol.

Acceleration is in the moon-rocket class. The 40-60 m.p.h. time is practically the same as for the 50-70

Steering ratio and brakes are the only limiting factors in an otherwise beautifully balanced big car.

The ride is distinctly un-American. Little roll, no pitch. Smooth but firm. Not so happy on rough stuff, though. The suspension sounds very busy, though very little movement is transmitted to passengers. There's a lot of transmitted road noise, too. How about undersealing — at the price?

Interior, Equipment

Standard equipment on the Liner includes a big-capacity fresh-air heater and demister, screen-washers, radio, electric clock and cigar lighter. Only catch with the heater was that it would insist on blowing either very hot or very cold. Fine adjustment was difficult. (The De Luxe model,

The big bench seats will easily take three people apiece; but the transmission hump is bulky enough to discourage a third man in front.

No central armrests are fitted: you just have to rely on the friction coefficient of the seat of your pants to stay in place. But then, Dodge owners simply don't have shiny suits.

It was good to see yet another un-wraparound windscreen. American screens have been getting shallower lately, and that shin-bashing, knee-bruising dog-leg excrescence at the point of entry is getting smaller. All four doors are good and wide.

Vision all round is good, except that the long bonnet and boot don't let you see much of the road immediately ahead and behind.

But I do think there's altogether too much glass area. Even with the sun at high angles, it can blind you



OUTLINE is sleek, impressive; even the "reversed" fins (tapering towards the tail) don't look too superfluous.

m.p.h. bracket—near enough to 10 seconds flat.

She'll pull the ton in 43 seconds, and you can still feel her building up to her 107 m.p.h. maximum.

But the best indication of the Dodge's capabilities is the standing quarter-mile—18.6 seconds, and boy, can you smell the rubber!

Wind noise is pretty terrific after 90 m.p.h.—but that's the only thing against cruising at up to 100 m.p.h. (if you have the roads for it).

Handling is good—very, very good for a big feller. Fast cornering, with a handy shade of understeer, is no problem—provided you can spin the 5½ turns lock-to-lock wheel fast enough to stay on line.

The power-assisted steering is so light that I'm sure higher gearing wouldn't worry anyone.

But directional stability is good, right up to top lick. The power-assist unit still leaves some sense of contact with the road, too.

at £2550, lacks heater and screen-washers, also some chrome nonsense.)

Instruments are confined to a strip speedo (no trip recorder), fuel gauge and water-temperature gauge — all set where they can be seen and reasonably legible.

Screen-wipers are two-speed electrics — excellent. But they leave about the biggest unswept central area of glass in the business (with possible exception of the latest Chev). Why not overlap the blades?

Courtesy lights work off the front doors only — another oddity. To compensate, you get reversing lights — good ones, too.

"Safety" comes in the form of a dished steering wheel—and about ½ in. of dash padding. One is a real help, the other merely token.

I liked the driving position. The wheel is neither too high nor too close to the chest. Seat travel is 4½ inches—enough to cater for even the oddities of humanity.

through the deep screen and side windows. Back-seat passengers are advised to wear a Foreign Legion kepi, complete with neck flap, in summer.

Windscreen reflection is bad from the top of the plastic speedo fairing.

In typical Detroit style, the boot is a gaping, odd-shaped maw. The spare lies on the floor to one side. Very handy for moving house, if you don't mind humping the furniture over the high sill.

Eye-appeal is up to you. But are those "reversed" fins any more necessary than last year's, which were the other way round?

Finish is a bit scrappy for a car costing nearly £3000. Chrysler surely can improve on this.

Well, as I swept along, well insulated from all cares (not having to worry about how I'd keep up the payments), I reflected that a fuel mileage of 18.1 m.p.g. for all the performance and fun I'd had wasn't half bad.

• • •



CARS FOR SALE

1980 Chrysler Sigma, selling for scrap value \$200. Auto, good interior, holding it till the end of October. Mt Compass. Ph. 8556 8139

VJ 770 Charger 318 E44, 2nd owner, very good original cond. Offers over \$30,000
Ph. 0410 561 656- George

62 S series body only (no motor or trans). Many extra parts of R series chrome, boots, spare doors, new bumpers & top mags. Will only sell as a lot. Ph. 8186 7192- Dennis

VJ wagon, 318 lpg, excellent condition.
\$3500- \$5000. Ph. 0418 104 086

1954 Packard \$2000, 1946 Nash \$2400, L200 Van \$800. CJ Chrysler 4 door 360 \$4500. Ph. 0427 249 070- Mick

VK Charger vkg-d-29, to suit restoration, motor trans ok, \$10,000 ono. Long Plains.
Ph. 0412 943 369- Carol

Ap5, 30,000kms, been stripped years ago, all there except for front seat. All parts in excellent cond. Ph. 0419 857 861- Don.

1976 Galant sedan GL vinyl roof. Blue paint 84731 kms. orig cond. Ph. 8525 4074- Bruce

1980 CM hearse, standard shape, 318 V8, minimal rust, white paint, trans slipping, cream vinyl interior, new twin system, \$3500, Sydney. Ph. 0415 989 198- Darren

1965 Dodge Phoenix, 440 rego but currently has no motor or trans. has 9inch, red paint- has rust. interior- cream bucket seats (VJ val steering column and wheel.) offers please.
Ph. 0438 725 701- Rob

VJ sedan. Ph. 0412 426 360

S Series, duel fuel, 225 slant, 5 slot mags, been in shed last 10 yrs. Ph. 8248 0820- David

CL sedan, 265 auto, \$600ono. Port Lincoln. Ph. 0448 007 491- Wayne (owns tow comp so can assist in transport)

1970 dodge charger 500
440 t bar auto, bare metal respray- dark blue pearl paint, black interior. \$48,000.
Ph. 0403 232 154- Spiro

PARTS FOR SALE

VH- VJ W35 Mag caps, perfect repros. \$160. per set of four. Ph. 0432 646 372- Matt

340 factory cam standard 268/ 276. \$60
heavy duty towbar for CM wagon \$50
6 cyl 245-265 extractors new comp. \$250
CxC elect seat \$150
Classic Carcollectible cars 1:18 scale
various Charger models @ various prices.
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Ph. 0433 755 132- Cathy

Chrysler Action Issue #1. Brand new never read.
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727 torque convertor reconditioned \$180.
chrome aircleaner, suit 4 barrel \$50
360 motor fully recond 18,000 km, 4 barrel intake manifold, 340 cam plus chrome rocker covers \$1500. Ph. 0415 367 041- Jarryd

Ap6 front guards, LH front and rear doors, bonnet & d/ lid. Ph. 8243 0210- Emilio

VC service manual. Ph. 0427 249 070- Mick

CM, VG pacer, VJ,VF assorted lights, assorted prices. wrecking CL station wagon.
Ph. 0408 242 356- Daniele

Wrecking AP5- CM utes, sedans, wagons
Ph. 0419 146294- John

VC V8. Hubcaps & dress rings, badges, centre console, seargeant stripes, chrome + more.
Ph. 0431 417 081- Frank

GIVE AWAY

hayman reece towbar to suit VC?
Ph. 0419 845 437- Wayne

WANTED

Wedding cars needed. VF- VG x4
September 18 2010.
Ph. 0409 517 429- Tony

Wedding cars. 1 or 2 Chargers needed.
20th March 2010.
Ph. 0427 951 475- Toby

Ap5 Regal front seat (blue) and LH guard & hood.
Ph. 0412 108 990- Herman

Ap6 outside body colour sunvisor (doesnt need to be mint) Ph. 0423 158 342- Adriana

WANTED

Valiant ute VG-CL
Ph. 0418 831 283 or 8383 62647- Richard

Good interior roof light housing- CM.
CM V8 speedo cable. 273 closed chamber heads.
Ph. 0433 783 778- Chris

VC brown armrest. Ph. 0411 614 583- Greg

770 side lights (hardtop) 340 motor
Ph. 0427 249 070- Mick

VH Charger hood lining, trim not important, metal rods needed. Ph. 0412 608 245- Chris

VH manual steering column (crd style ignition barrel) Ph. 0402 584 034- Lee

1963 Dodge Phoenix parts. Ph. 8284 5684

VF- VG 2-door to turn into Dart replica.
Ph. 0438 725 701- Rob.

Donor car for hot rod project any V8 Chrysler will do. Ph. 0417 053 682- Steve

318 Fireball- hood runner. Ph. 0427 202 247

Any mixture needles for carter avs- 3 step type or info where to get them.
Ph. 0413 426 360- Jason.

VC front bumper comp with bracket bolts
7 indicators. Ph. 0438 509 308- Ben

Charger doors Ph. 0420 884 022- John

1970- 72 Challenger Ph. 0401 674 905- Nick

VF sedan or shell, body must be good cond
rust free. Ph. 0413 006 725- Jim

CL/ CM Regal SE V8. or VK 360 Regal. must be good survivor car. No resto projects. Good \$ paid for right car. Ph. 0439 858 959- Andrew

1979 Lancer LC. Ph. 0433 887 063- Tambi

Centura diff, VH/ VK wagon electric tailgate, aluminium roo bar VH on, 6 bell housing 4 speed box. Ph. 0427 249 070- Mick

Centura to suit rebuild. Ph. 03 5824 1324- Colin

Front cross member for a Humber Super Snipe 5a. Ph. 8278 3448- Garry

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November:

10th: Chrysler Club Meeting 7.30pm

14th: SMASA Cruise, Castle Plaza, 7.00pm

15th: Shannons Yankalilla Cruise

21st: NO Chrysler Cruise, SORRY

19th- 22nd: Classic Adelaide Rally, Adelaide Hills

22nd: All Monaro Day, Lockleys Oval

December:

**5th: Club Christmas run, dinner & overnight stay. South Coast (tbc)
approx \$50 pp.**

6th: Uraidla Hot Rods & Classics Picnic. Cruise starts 9am Morphettville Junction. Adults \$5. Bands, art, memorabilia & model display. Open to Hotrods/ Customs, American cars & pre '67 classics.

8th: Chrysler Car Club Meeting 7.30pm

19th: Chrysler Cruise, Meet 7pm Welland Plaza, leave 7.30pm.

25th: Christmas Day- Hope you all get a mopar under your tree!

27th: Jaf's Mega 500 car Xmas cruise, location TBA.

January:

12th: Chrysler Club Meeting 7.30pm

15- 17th: Valley Hot Rodders cruise on, Tanunda, 8563 0864

17th: Hahndorf Swapmeet

February:

5th: SMASA Show Cruise, start TBA

7th: SMASA Show & Shine, Regency Park

7th: Super Chevy Sunday, Campbelltown Oval

9th: Chrysler Car Club Meeting

14th: All British Day, Uraidla Oval

21st: All American Day, Tilley Reserve, Surrey Downs

27th: All Chrysler Day Judging 1.00pm- 4pm

Mopar Mega Cruise, Lockleys Oval 5pm.

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