

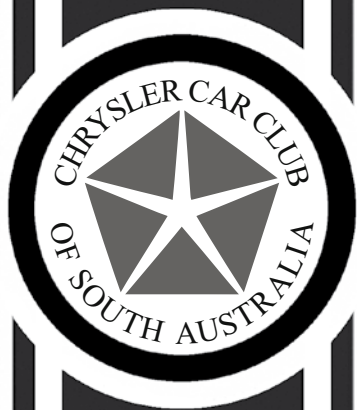


Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



ALL CHRYSLER DAY 2010



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH- MAY 2010



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 all!

Well..... All Chrysler Day is now done and dusted for another year. I hope that you all thoroughly enjoyed the Mopar Mega Cruise and All Chrysler Day. It was a great weekend that ran smoothly and was enjoyed by many. I was happy to finally be able to have my Suburban at the show!

Thank you to everyone who was there to lend a hand on the weekend and also during the lead up to make the weekend a success. As always if it wasn't for the work that members and their partners put in, the weekend wouldn't happen.

I hope you all got a chance to check out the memorabilia display on the Sunday. Which was fabulous, with some very cool and very rare items on display. A pat on the back to Peter Beckingsale and Pat McGrath (and others who contributed) for the trip down memory lane. Two of my favourite items were the Scat Pack Jigsaw and spinning top! How retro! Also a pat on the back to Jason Rowley for organizing the Hemi engine display cabinet that was on loan from Croydon TAFE for the day.

So many stunning cars rolled up for the cruise on the Saturday night. Damian Tripodi deserves a special thank you for all the effort he put in to design the cruise and also the informative info flyer for the route. Many have been raving about it!

Keep an eye out on the news stands in the coming months, there were many magazines present on the weekend snapping pics. It's likely you will see a few articles on the event published. Chrysler Action issue 6 is out also so be sure to get a copy!

As some of you were aware I was planning a Forwardlook Cruise for March, that has been and gone. Unfortunately the clouds must not like these cars as much as I, as it rained all day (worst day weather wise for the whole year). We still managed 4 cars and was a fun day. Stay tuned for cruise #2.

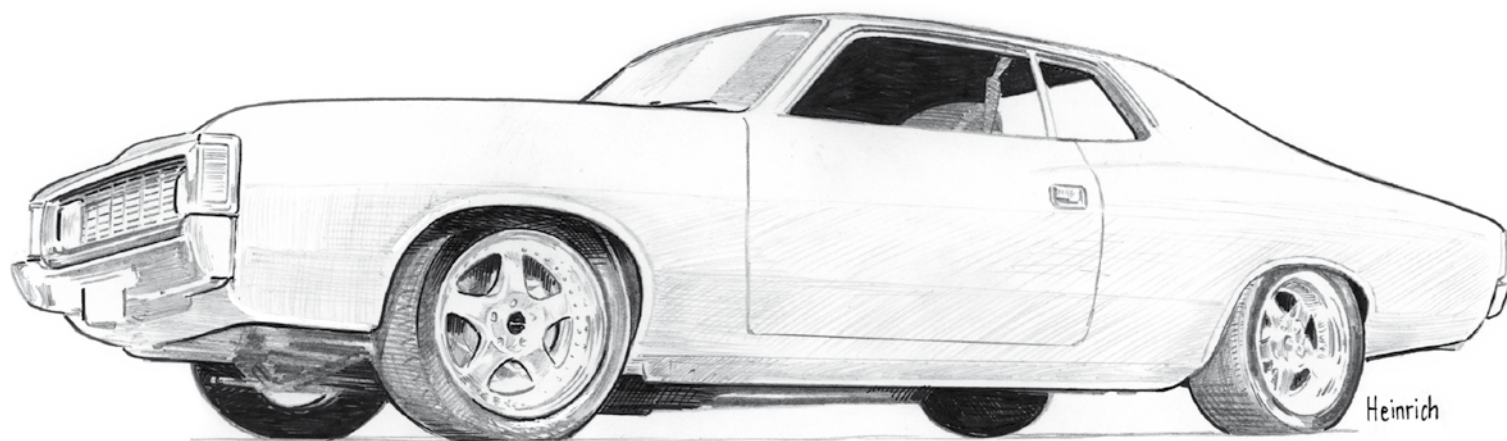
Well that's enough from me, grab a rug, crank the heater and get a nice warm mug of hot chocolate and enjoy this 32pg 'All Chrysler Day Special' of Torqueback Magazine!



By the time you read this I will be on a plane destined for the USA. A friend and myself have purchased a 1961 Chrysler Windsor to road trip across America in, which should be pretty fabulous. It will also be exciting to finally attend the famous Chrysler's at Carlisle event. Which they say is a must for any Chrysler fan!

Until next time, happy, safe & responsible motoring!

Cheers **Adriana**



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Well the annual All Chrysler day weekend has been and gone for this year and what a success it turned out to be - yet again. Everything seemed to run pretty smoothly with only a few minor hiccups. i would like to thank the team of volunteers who put in a great effort. It seems to always be the same faces who help out however i did notice a few new faces this time. The committee put in a big team effort to plan and organise a massive list of things - The list of chores grows each year as the event grows.

The judging was held on the Saturday afternoon for the first time this year. I was stuck at work until late in the afternoon so I just managed to arrive at the end of judging, from feedback i heard, there was only a couple of issues that we need to look at if we continue the pre judging again in future. If you have any feedback could you please get in touch with Myself or another committee member to discuss any issues that need to be addressed. If we dont hear anything from the entrants or club members we will assume that everyone is ok with the Saturday afternoon judging. It sure made things easier for the judges and processing of results. It was great to see cars and spectators from interstate who came to our All Chrysler Day.

The Saturday evening cruise was bloody brilliant! Although, I was stranded without my own car so I had to hitch a ride. About 220 - 250 cars showed up and what a great site it was to see so many great cars with pentastars rumbling down the streets. I think everyones highlight was the regroup stop at Scotland Road Mile End. The street is about 1 km long with parking on both sides of the road for the

full length of the road and it was packed to the max with every type and style of Chrysler you could imagine. If you couldnt make it then you really missed out on the excitement and the atmosphere that the experience created. By now the latest issue of Chrysler action magazine will be at the newsagent and the All Chrysler day will be featured as well as some feature cars from our community. So keep your eye out for that one. Support the magazine that supports our interests.

Due to poor turn outs we are not running all of the monthly Saturday night cruises that are listed in your calendar. We are looking at trying a couple of different things to try to get a better turn out. PLEASE LET US KNOW WHAT YOU WANT! We are looking at doing an end of year xmas weekend stay over at Gladstone Jail so stay tuned for conformation and details. Over the next 6 months there will be guest speakers at some of our general meetings so come along and enjoy the social atmosphere and refreshments while we talk about those mighty mopars. Cya on the road!

Raddy



Above: 'Lady Penelope' the beautiful and all original VG Pacer coupe, the owner named it after her son's favourite character from 'The Thunderbirds'. Just look how the black outs on the hood have aged, the Pacer decals had crazed from age, faded vintage decals adorning the rear bumper and window... what could be more beautiful? Definitely no \$10,000 paint job. that's for sure..



Well I've missed a report or two, so it's nice to get back in touch. The last school holidays I spent two weeks up at Morgan on the river with my boys. The weather was great and the boys love the motorbikes and boat, so plenty of fun was had by us all. It was pretty hard to come back home to Adelaide.

There are a few great things happening to my car over winter, so come Spring/ Summer, I'm looking forward to baby going harder and faster than before by a long shot. At least the promise of the combination of what I'm putting together will make me scared, has been made! Hopefully, this time.

This year holds much for the club. Later this year, we will be having a Judge guest speaker. This night will be held at the October or November meeting. This is going to be a great opportunity to get a good idea on how the judging system works, There will be tips on where to get more points for your judged vehicle or where your car is missing out. I encourage anyone who is serious about showing their car to it's maximum judging potential to attend. There will be a set date later in the year.

Also the hunt for a new venue for the All Chrysler Day is on. The committee are searching potential

sites within the next month, so we hope to have a new venue to announce soon There have been complaints about the way the council conducted themselves with the location of the 'No Parking' signs at the 2010 All Chrysler Day. They were placed in areas may people could not see and I for one do not believe that was fair. So next location, parking will be a high priority.

The Christmas run this year will be an overnight stay at Gladstone Goal. This was a run that was done maybe ten years ago or so, and was a great success. It has come up on several occasions , so we decided to do it again. More details as the year goes on. Perhaps the more brave of you would like to bring up the DVD 'Paranormal Activity'!!! It will be a great run and I'm looking forward to it.

The committee have a few ideas for new club shirts. Members opinions on which tops to go for will decide it for us. Polo's or button ups. You guys and gals decide. There will be mens and ladies. We'll bring you a couple of designs to the meeting to look at.

On a personal note I've been studying a couple of intensive courses and will be going back to work very soon. It'll be great to be back at work after 16 years of raising my boys. Oh, and watch



out on the roads, there are many, many people who shouldn't be on the road. Either they can't see you or are too doped up on medication and shouldn't be driving in the first place. Make no mistake, they are EVERYWHERE. My poor little PT fell victim to such a fool. It was very difficult to hold my temper in check, when all I wanted to do was smash his face in. Wouldn't have been very mature though, would it?

Even when you do everything right, stupid heads are everywhere. Do I sound just a bit bitter?

Stay safe everyone. See you at the meetings.
Cathy



The very very wet, Adelaide Forwardlook Cruise.



STALLARD & POTTER
PRINTERS OF DISTINCTION



Best Restored of Show
Pas Napolitano



Best B Body
Nick Lagos



Best 2 Door VF- VG
George Kollis



In June 1970, Chrysler Australia introduced its revised Valiant line - the now cult favourite VG, and of course its most famous derivative - the ancestor of the Australian musclecar - the VG Pacer. In total 46,374 VG Valiants were built, but from a styling standpoint, the VG Valiant followed its predecessor the VF - still bearing the familiar lines of the American Dart/Valiant, but now incorporating uniquely Australian details. Sedan, Wagon, Ute and Hardtop body styles were offered once again in the same luxury levels as before.

In appearance, the VG's most noticeable difference was the use of rectangular head lamps instead of the traditional round ones (except on the select "VIP" models, which used two small round headlamps on each side). The guard-top indicator location was carried over from the VF. The grille was a horizontal, single-plane item, and the taillamps were revised and wrapped around to the body side. But what made the unveiling of the VG series such a landmark, was the introduction of a totally new and uniquely Australian-developed engine inside it, the Hemi 6. Replacing the Slant-6, this new motor was first introduced as a 245 cubic inch in (4 litre) unit with quasi-hemispherical combustion chambers.

The Hemi 6 represented Chrysler Australia's finest hour - without doubt the supreme inline six offered by a major Australian manufacturer at the time, with power that matched most of its competitors V8 offerings, yet with better fuel economy and at a lighter weight. The Hemi 6



architecture - based on a US truck engine design - departed from the four main bearing slanted configuration of the American Slant Six, in favor of an upright block with a beefy seven main bearing bottom end, and a large bore combined with a moderate stroke. The cylinder heads provided excellent airflow, particularly compared to other contemporary engine designs. The engine's design presented a far higher level of potential than the engine it replaced, later reaching its peak in the 1972 265 cubic inch 'E49' engine with triple carburetors rated at 300 horsepower.

The new powerplants provided a tantalising selection of the VG model to choose from, starting with the 1-barrel version of the 245 which produced 165 bhp (123 kW) and 235 lb-ft (319 N-m).

The sporty Pacer sedan was available again, but whereas the VF Pacer was only offered with the one power output, the new VG Pacer offered 3 different versions of the new 245 Hemi engine. The standard Pacer had a 2-barrel carburettor and produced 185 bhp (138 kW). Option E31 produced 195 bhp (145 kW) and included a 2-barrel carburettor, higher performance camshaft, smaller fan, and windage tray. Option E34 produced 235 bhp (175 kW) and included a 4-barrel carburettor, high-performance

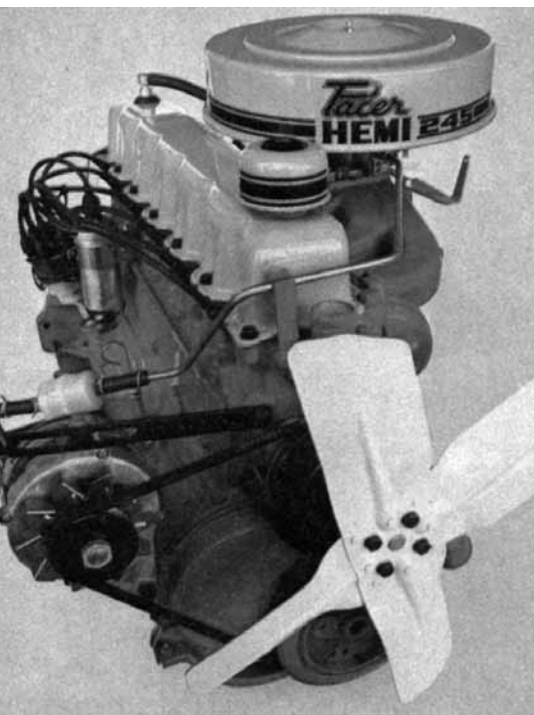
camshaft, dual-plate clutch, manual choke, modified instrument cluster, torque-limiting engine mount strut, larger radiator, smaller fan, windage tray, premium engine bearings, shot-peened crankshaft and connecting rods, and high-capacity oil pump.

Option E35 included a 4-barrel carburettor, high-performance camshaft, heavy-duty engine bearings, a dual-plate clutch, torque-limiting engine mount strut, and the Pacer gearbox was a close ratio 3-speed with heavy duty bearings.

The VG series Pacers were also the first and last to be offered in the Hardtop body style, of which three were optioned with the E31 package and three were optioned with E35 package. No VG Pacer Hardtops were available with the E34 option.

Due to Chrysler Australia's policy of using only locally-produced components, and the unavailability of a local four-speed gearbox, the Pacer was offered with only a three-speed floor shift manual transmission.

In 2010, we commemorate forty years since the inception of this iconic Australian car, the VG Valiant, and the historic arrival of the first Australian Hemi.





Promoters Choice
Scott Bain



Best 2 Door VH- CJ
Andrew Miller



mopar mega cruise

THE CHRYSLERS DESCEND

When I was asked by Jason Rowley our events coordinator to organize the Mega Cruise, I just assumed it would start at the oval and finish at Mitsubishi. Then he suggested maybe we could do something like the run we did a few years ago for the Cruising Classics event, that is held just before the classic run to Birdwood.

That is when the headache set in because Chrysler Australia was all over Adelaide from south at Lonsdale to the north at Finsbury (now Athol park). So over the two months before the cruise I sat down and looked at how I was going to go past all the assembly plants without double backing where we had already gone.

The cruise itself was late starting as cars kept coming into the oval and it was great to see such variety. Eventually we did get away but not until Jason had spent all the air horn.

The cruise headed out towards the beach and a leisurely drive towards Semaphore on Seaview Rd and Military Rd going past Henley Square

where it's always good to see a lot of people enjoying good food and wine only to enjoy seeing some really good mopars.

First on the list was the truck assembly line at Finsbury. The cruise went a little off the norm here as we went through some quiet residential streets from Addison Rd. This little bit of the cruise is my way of getting home from work so I knew it would work and it solved the problem of double backing or crossing over the route at a later stage. I swear some of those tyre marks on the road were not there before the cruise.

Next was the Chrysler assembly line on Scotland Rd at Mile End and thanks to the Soundwave Festival on the same night at Bonython Park a quick route change was needed otherwise a few would have been stranded along Port Rd over heating. I think this will be a talking point for some time now but, Scotland Rd was meant to be a pull over and wait for a few cars to catch up. Instead it was an unofficial stop and the rest is history.

Nearly 200 Mopars on both sides of the road and if you have read the latest Chrysler Action, it sure was enough to put a lump in your throat.

Eventually Jason got them going again and we all went past Lecornue's which was the headquarters before Tonsley was built. For those who have kept a run sheet you will see how things looked back then. The first official stop was the shopping at Cumberland Park. This was pretty much full when everyone got there and this was the end for most that came out to cruise. Because of the late start Jason and I decided to cut the cruise short so instead of going up to Blackwood and down to Lonsdale and then to Tonsley, we told them to go straight to Tonsley.

A few ended here with a few more going onto the Chrysler Bar at the Tonsley Hotel. It was a great night and perhaps we may just stop at Scotland Rd a little more.

Happy Cruising and it's MOPAR OR NO CAR.
Damian





Best Ap5/ Ap6
Stephen O'Donnell



Best Phoenix
Ben Roper



Entrants Choice
Syle & Bob Hughes



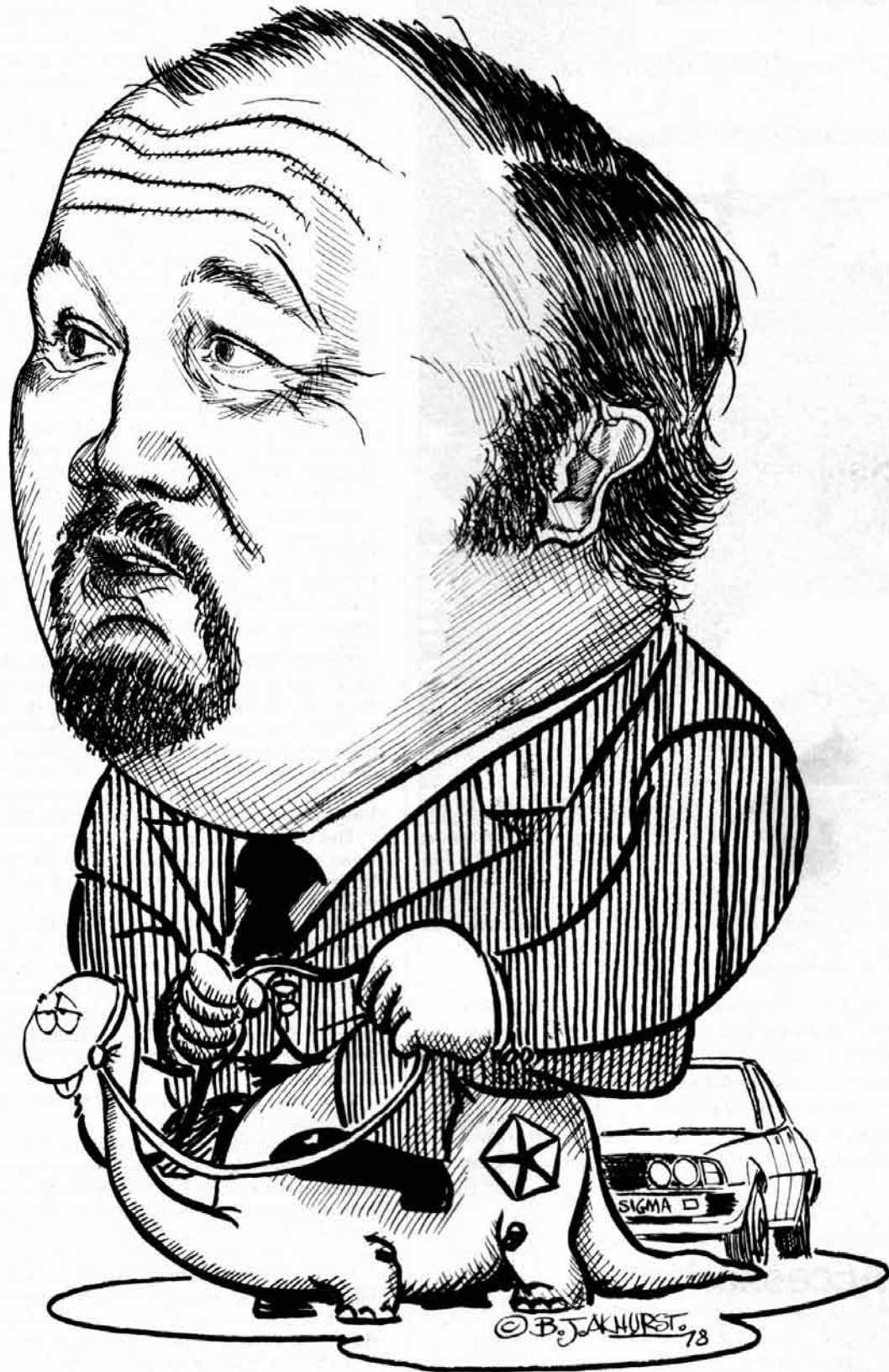


Best Pre 1940
Allen Morris



Best 1941- 1960
Rob & Louise Van Eck

Bridging the troubled waters



Is Chrysler Australia's situation as serious as it has become fashionable to claim? Deputy Managing Director Ian Webber says no, writes David Robertson



Best VC
Josef Michael

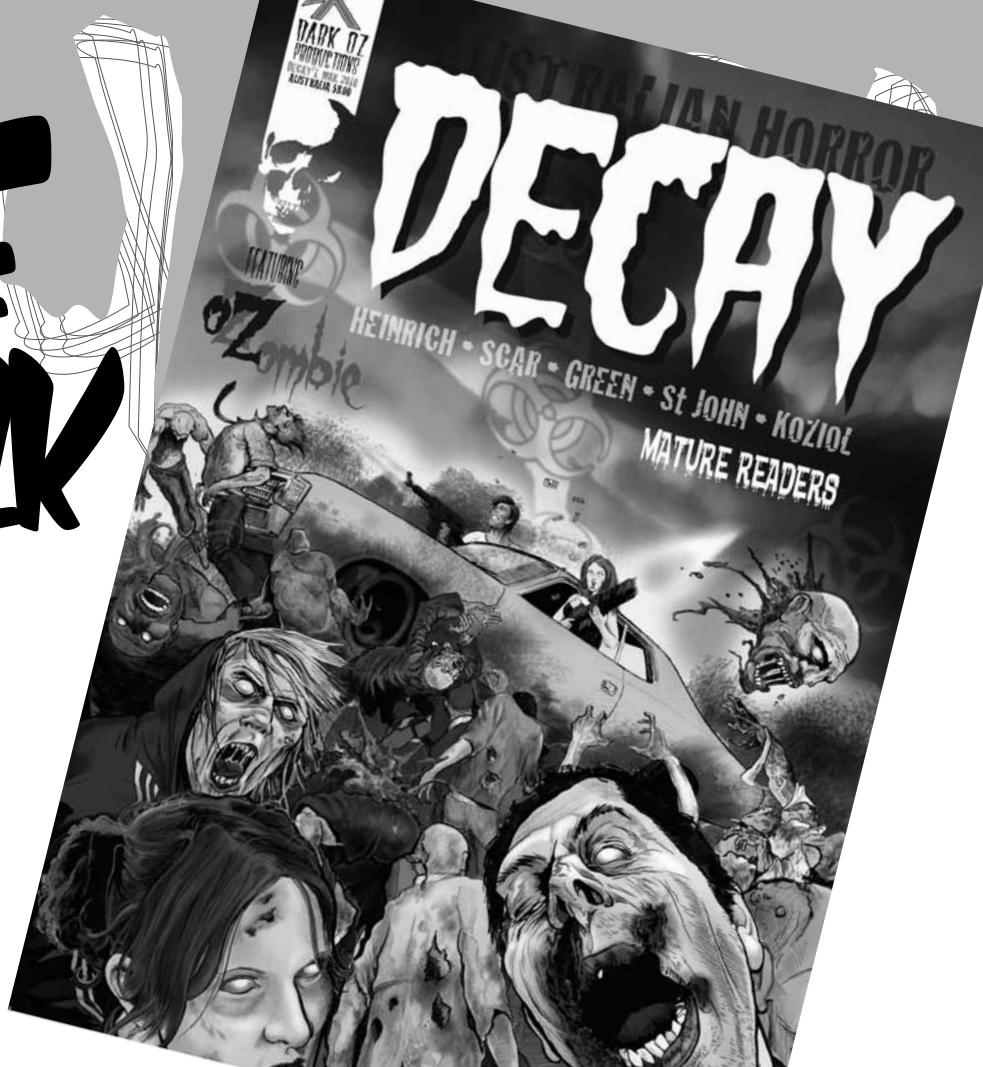


Best VG
Wally Towsty



Best Non- Restored of Show
Jeanette Martin

ZOMBIE WALK



Decay is a horror/ sci-fi comic book made in Adelaide. It contains around 4 or 5 short stories per issue, written and illustrated by local Australian creators.

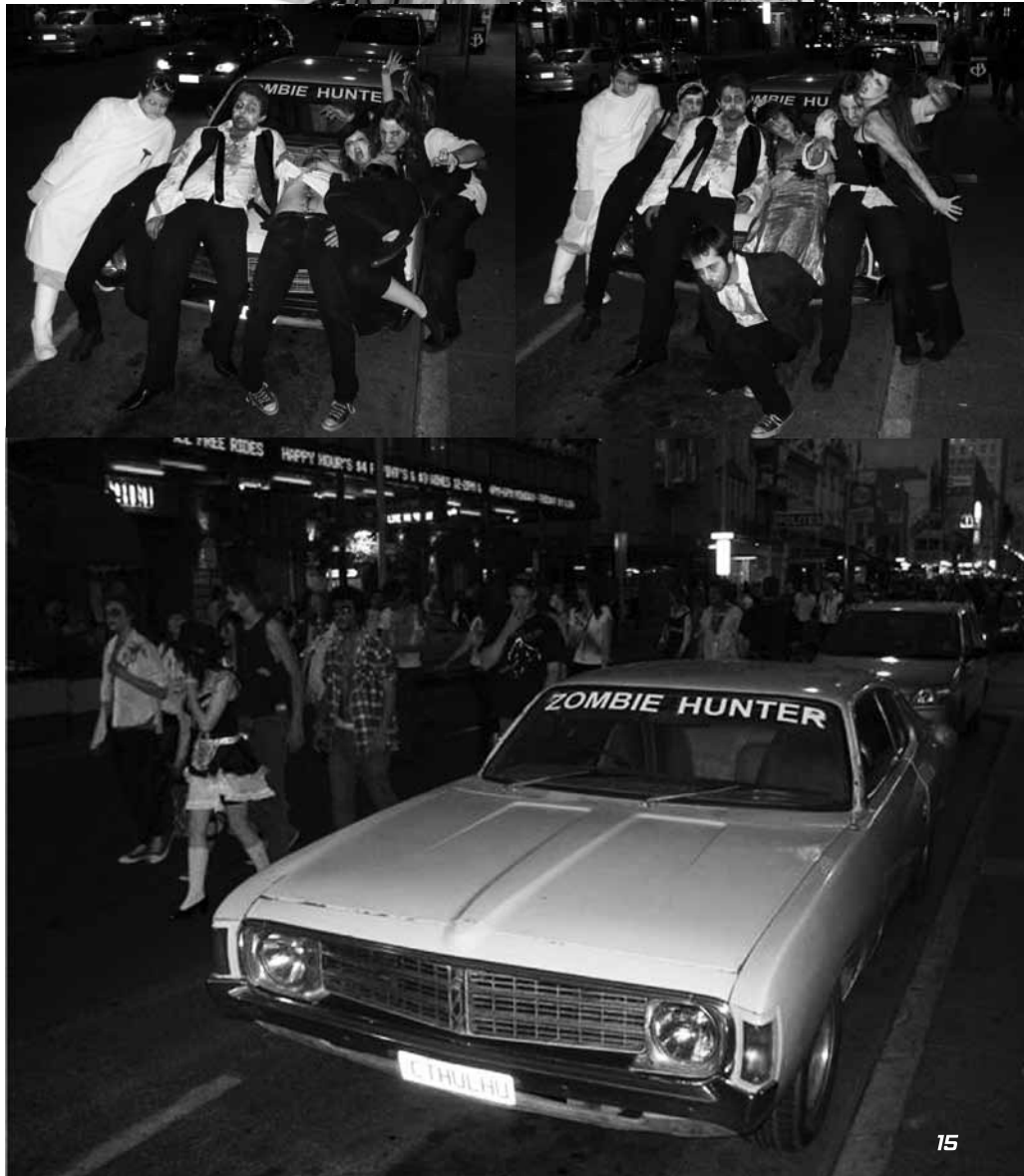
Of special interest for Chrysler fans is the VJ Hardtop that appears in the ongoing "OZ Zombie" stories. "OZ Zombie" is a story of two survivors in Adelaide, after the world has been over run with zombies. The Valiant features spectacularly on the front cover of the first issue of DECAY, as it launches over a pack of zombies. That cover is drawn by the Chrysler Club's own Dave Heinrich, and "OZ Zombie" is written by Darren Koziol (another CCCSA member, and owner of the owner of the actual VJ hardtop).

You may have seen the rough VJ Hardtop at the All Chrysler Day and in the car park at some CCCSA meetings and wondered what the "ZOMBIE HUNTER" sticker across the front window was for. Well, now you know: the car is the prop for the comic book. The VJ was also parked in Hindley Street in October last year for the Adelaide Zombie Walk, where hundreds (even thousands) of people dress up as zombies and walk from Rymill Park, down Rundle Street, Rundle Mall and Hindley Street. The first issue of DECAY also contains photos from the Zombie Walk, showing the "ZOMBIE HUNTER" Valiant surrounded by zombies. There will be another Zombie Walk in Adelaide this October.

The yellow VJ Hardtop also appeared in an episode of McLeod's Daughters, filmed at Mallala Race Track about 5 years ago.

The first collectors edition of DECAY is available in all Adelaide comic book stores (Pulp Fiction Cnics, The Adelaide Comics Centre and Collectable Kaos at Pooraka) for \$8.00 an issue, or you can pick it up from Darren Koziol at the Chrysler Club meetings for only \$7.00 per issue.

Darren Koziol





VG MEXICANA





Best 4 Door VH- CM
Jim Tokas



Best Competition Vehicle
Tony Moularas



Best Modified of Show
Gabby Pasvouris



Best Van/ Ute/ Wagon
Chris Briscoe



Best 4 cylinder
Ross Fleming



Best PT
Mandy & Steve Drury



Best Crossfire
Jill Clough

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sterling special

ABS CODED VG HARDTOP

As most Chrysler people would be aware the main interest in the release of the VG Valiant was the introduction of the Hemi motor after some years of research and much money spent. To get this engineering masterpiece across to the general public Chrysler Australia recruited well known racing legend Sterling Moss as the Chrysler ambassador.

This particular vehicle was one of 200 Sterling Special VG Valiants released at the end of the VG Series to clear out the remaining body shells.

It is believed there were 100 Sedans and 100 Hardtops with the "Sterling Special" equipped guise. Sterling Specials came standard with the following; Polished stainless steel wheel arch moldings, Polished wheel dress rings, Remote drivers exterior mirror, Heater/ Demister, Full length side body protector molding, Passenger floor carpet, White Wall tyres, Vinyl roof.

A small number of Hardtops were optioned with the luxury "Buffalo grain" 770 reclining bucket seats as is this which makes it one of about 20 ever produced.

This car was made in April 1971 and was one of the last VG sales by Yorke Motors Adelaide on 28th May 1971. The car was sold to Mr A J Andrews of Blackwood for a little under \$3000.00.

A couple of years later I purchased the Hardtop for \$2295.00 on a Tuesday and after seeing it my father liked it so much he went out on the Saturday and purchased the 770 V8 version for himself which cost him \$3400.00

Since the early seventies I upgraded the original drum brakes to the factory ventilated disc which were an option at the time. As the Hardtop was used on numerous occasions between Adelaide and Sydney via the Blue Mountains disc brakes were seen as an essential upgrade.

Performance and reliability has always been exceptional and the 245 Hemi would purr across the Hay Plains with ease at 100mph. In fact, whilst travelling across the Hay Plains on one trip I awoke whilst my wife was driving only to look across at the speedo.....the reading sitting at 105 mph. On a trip the car averages 28 miles per gallon.

In 1985 I was given a company vehicle so, retired the Hardtop to the garage and since has covered less than 1000 miles in the last 25 years as it is rarely used.

I have been offered disgusting amounts of money for the "Sterling Special" however, would much rather donate it eventually to the National Motor Museum at Birdwood when the time comes..... that's if they want her.

I have to say that over the years I have had around seventy different vehicles including the following Chrysler vehicles; VF Hardtop, VG 770 V8 Hardtop, VH Charger, VF VIP x 2, VG VIP, VE VIP Safari, VE VIP Sedan, AP6 Sedan, AP6 Safari, AP5 Sedan, CL Panel Van, CL Wagon, CM Wagon, VH Hearse, VG Regal Hardtop, VG Pacer, VF Pacer, VG Utility x 3, CH Chrysler by Chrysler.

I have to say that of all the various makes and models I have owned the Sterling Special has never let me down. Even after cooking an alternator and fuseable link in Goondiwindi QLD it was a simple task of disconnecting the connections to the alternator and re-joining the burnt fuseable link and we drove through to Narrabri some hundreds of miles until an auto electrician repaired the alternator.

I have done over 100,000 miles in the car and it still starts every time and even if I say so myself, looks nearly as good as the day it rolled off of the production line at Tonsley Park.



The Sterling still has the original books, Spare white wall tyre, Rubber boot mat all of which seem to be a rarity nowadays when looking at other similar vehicles.

Of course over the years the usual replacements have had to be made such as batteries, tyres, radiator, exhaust and normal consumables however, in the main the vehicle is as it was when purchased over 35 years ago.

For now though she may come out on the occasional weekend or to a show or two but will always be part of the family.

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Brian Miles



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Peter Beckingsale



Best 4 Door VE-VG
Wally Towsty



VJ Regal Wagon

OF HISTORICAL IMPORTANCE

You realize that you have stumbled upon a pretty special car when you find a VJ Regal Wagon laden with SE badges and an outstanding array of factory options. But it's not until you delve into the history of Chrysler Australia that you realize just how special and significant this barn find coral blue wagon is.

Purchased under the Staff Lease Plan back in 1975. This wagon was owned by Mr Robert Perkins, doesn't ring any bells just yet? Well Mr Perkins was an American who came out here sometime in the 1960's until the late 1970's. He started out as assistant to David Brown. Then became Sales Director and finally Managing Director.

Coming from the country this wagon had its share of aftermarket and rather undesirable options such as bull bar, stickers, cheap wheel

covers and additional badges. But delving further into the car you discovered the array of original factory options, it seems being Managing Director you could order pretty much anything your heart desired.

Options that adorn this VJ Regal wagon include: E44 (318 V8 2BBL) C16 (Auto console shifter) A74 (Protection package) C67 (Reclining buckets/ cloth vinyl) G15 (Laminated tinted front screen) H51 (Air conditioning) P31 (Power windows) R25 (Radio Cassette player) S77 (Power steering) W35 (Cast alloy wheels) G25 (vent windows front)... as well as, SE bonnet badge, SE locking petrol cap and blue brocade seat inserts.

Original owners manual and staff lease scheme paper work are still with the car. Which is always

a plus when you want to research a cars history. And often is missing from the cars when you purchase them nowadays.

This wagon was once owned by my father, but this unique piece of history is now owned by Pat McGrath.

If any club members can help, Pat is currently trying to find the following parts for this vehicle: a set of 5 W35s. A 318 air cleaner, a VJ Regal wagon back seat and a R25 radio cassette player. Also if anyone has or knows were to source any original blue brocade fabric for the seats the information would be appreciated and greatly help to get this car fixed up and back on the road. If your able to help please call Pat on 0409 404 940.





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'Decay' comic book, Issue #1 with VJ Hardtop on the cover! Out Now! \$8 instant collectable...
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292 diff all new, brake lining, master cylinder lines, drums also 2 new rear springs \$390
Ph. 0427 717 315 or 8537 3208- Peter

265 motor complete still running good for reconditioning! 318 motor good for reconditioning . 6 cylinder Borg Warner good running transmission with torque converter. Ph. 8384 7167

Wrecking VH Valiant sedan
Ph. 0424 568 611- Jason

WANTED

Blowa manifold for small block mopar. Ph. 0417 824 031 Danny

Charger. Call Andy on club mobile 0427 360 265 and I will pass on details to prospective buyer

AP2 Chrysler Royal Parts to aid restoration. Ph. 0418 500 103 - Terry (WA)

Wanted original 770 V8 charger
Ph. 0414 489 901- George

WANTED

VG VIP grille & guards wanted.
Ph. 0427 249 070- Mick

VH or VH 770 front panel grille, healdights and indicator housings. Ph. 8384 7167

AP5 front left guard & bonnet. Also rear bumper.
Ph. 0412 108 990- Herman

VF right hand side mirror, not fussed about conidition. Ph. 0417 802 474- Iain

AP5 engine cross member
Ph. 0422 434 359- Anne

CL or CM Ph. (03) 9777 0724- Alister Munro

CM V8 3 core radiator Ph. 0433 783 778- Chris

12 volt wiper motor to suit 1954 Dodge Kingsway, preslite brand. Ph. 8255 3983- Andrew or 0403 163 983 (wife's mobile)

2 or 3 tidy Chyslers for wedding. 11th December at Old Clarendon Inn.
Ph. 0438 848 171- Brett

VF VG hardtop rear bumper, must be straight.
Ph. 0417 053 682- Steve Dewit

Valiant wagon prefer running order for daily driver, AP-VG. Ph. 0417 802 474

Valiant cursive badge for tailgate of AP6 wagon + brake pedal assembly Ph. 0457 005 629- Marty

VF or VG Valiant hardtop, restorable or a driver, under 10K. Ph. 0433 324 911- Todd

Front bumper bar for AP5 Valiant. Chrome exterior trim for AP5 Regal. Ph. 0422 434 359

Starter motor for 318 3 bolt 9 teeth.
Ph. 0400 677 955

Right side bumper mounted blinker lense for 1977 LB Lancer coupe
Ph. 0414 434 236- Steve Hull

Wheels November 1960.
R Series or Chrysler Royal Hubcaps with Forwardlook logo. Condition not important.
Ph. 0423 158 342- Adriana



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Summer has finished again for another year... Cars are getting ready for their winter nap, and there's not many events going on... So what better way than to sit down, rug up and watch some classic Mopar movies..

May:

11th: Chrysler Car Club Meeting 7.30pm (Model T Clubrooms)

14th: ACD Volunteers/ Sponsors Thankyou dinner, by invitation

15th: SMASA Saturday night cruise, 2 start points Munno Para and Colonades 7.00PM.

23rd: Sunday Lunch Cruise, Mt Pleasant & Woodside, Lunch \$20 p/h 9.30am. Ph Jason 0413 426 360

June:

8th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

113th: Mid-State Mopars Show Bendigo VIC

19th: Chrysler Club Saturday night cruise, 7.30pm. Meet Welland Plaza to somewhere warm!

July:

11th: Chrysler Car Club Historic Inspection Day 9.30am- 4.00pm. At club rooms BBQ provided.

13th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

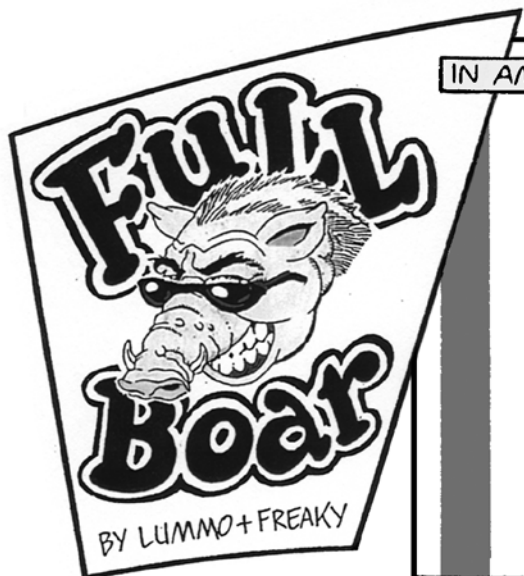
18th: Club cars 3-months display at Birdwood Motor Museum.

WE ARE LOOKING FOR AT LEAST 50 CARS FOR CLUB DISPLAY 11 SEPTEMBER (ALL DAY) AT ROYAL ADELAIDE SHOW, LEADER PAVILION, WAYVILLE SHOW GROUNDS. WE WANT A WIDE VARIETY OF CHRYSLER CORP CARS, CONTACT JASON ROWLEY 0413 426 360

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

**Best Charger
Mark Kraulis**





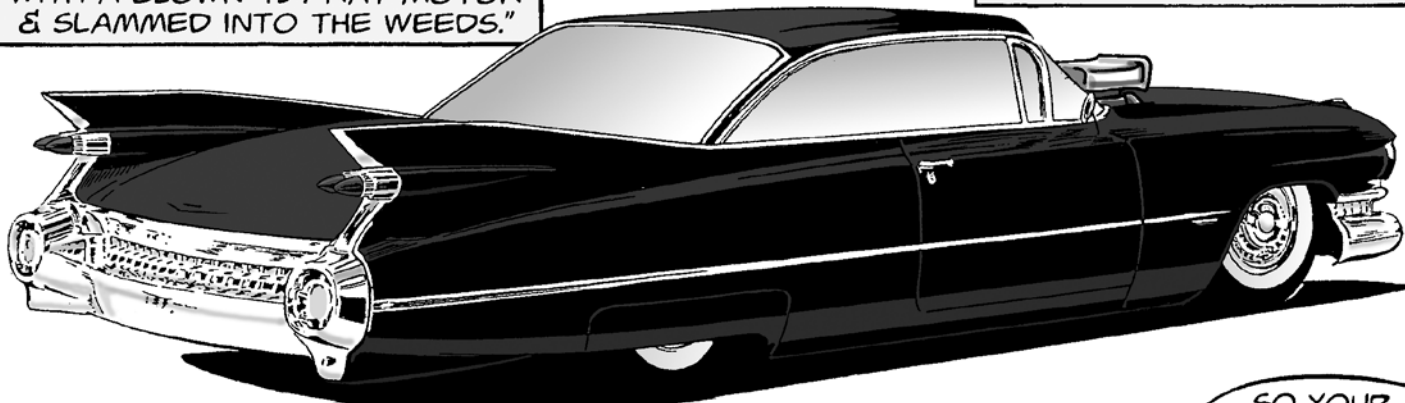
IN AMERICA...



TRUDY, I WAS AT THE *POMONA SWAP MEET* AND GOTCHA A LITTLE SOMETHIN'!

"...A 1959 CADILLAC COUP DE VILLE WITH A BLOWN 454 RAT MOTOR & SLAMMED INTO THE WEEDS."

"IT'S LONG, LEAN AND SEXY. JUST LIKE *YOU*!"



AT THE PORT

WHADDYA MEAN, IT *WON'T* FIT? I GOTTA LEAVE FOR AUSTRALIA *TOMORROW*!

SORRY MAC. OUR CONTAINERS COME IN *ONE STANDARD SIZE* AND YOUR CAR'S JUST *TOO HONKIN' BIG*!



SO YOUR CONTAINER'S TOO SMALL, EH? WELL, I'LL FIX *THAT*!

LATER, BACK HOME IN AUSTRALIA...



LONG AND SEXY... AND IT REMINDS *YOU* OF *ME*... PIG, THIS IS THE MOST *ROMANTIC* THING YOU'VE EVER DONE!

YEAH, WELL, ER... I DECIDED TO MAKE IT EVEN *MORE ROMANTIC*.

MORE ROMANTIC?



"YEAH...*SHORT AND FAT*. TO REMIND *YOU* OF *ME*!"

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