



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



1961 PLYMOUTH SUBURBANS



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

JUNE- AUGUST 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.....what a very full on few months... I have to apologise for the delay in sending the last issue and also for getting this issue out to you all. A combination of travel, commitments and lack of spare time are to blame.

Well since I last wrote I have returned from my little holiday to America. We flew into San Fransisco, then flew to Cleveland via Chicago. We picked up our 1961 Chrysler Windsor that we had purchased in Cleveland and then drove to Pennsylvania for **Chryslers at Carlisle**. The event was simply overwhelming, nothing over here can prepare you for the magnitude of vehicles you will encounter at that show.

We then drove to Washington DC, Nashville, Memphis, then started **Old Route 66** in St Louis and finished it in Santa Monica, then back to San Francisco. We did as much as Old Route 66 as we possibly could, and it was simply amazing to see. Also very sad to see all the diners, drive ins, motels, gas stations that had long been abandoned. Some towns were still thriving, while others were simply a ghost of their former selves.

We saw lots of old cars just sitting around. Quite a few Mopars, surprisingly we found many Forwardlooks, that we were very excited about. The old junkyards were interesting yet sad, to see the poor old rockets that had been picked over for parts and generally in bad shape. Although we did find a few jewels in the rough, a 1958 Plymouth Sports Suburban, 9 seater with Sport-tone inserts, just begging to be restored. If you've ever wanted to go to America, I suggest you do it as soon as you possibly can, you wont regret it. The people are so lovely and generous, the food and petrol is cheap and the memories are priceless!

Well due to time restrictions this issue is on my favourite car, 1961 Plymouth Suburbans! Hopefully you will enjoy the insight into my incurable obsession with these cars!

I would like to say a big thank you to those who leave the committee for this year and a big welcome to those who have joined the committee. A big applause should be made for **Kirstin Treleggan** who has sat on the committee for many many years and made a very huge contribution to the club, you will be



missed. Also **Greg Helbig** leaves the committee after doing a very huge amount for the club's historic registration scheme.

Well spring is here, so it's time to get those Mopars out of hibernation and ready for some great events. Wind down those windows and enjoy the summer breeze.

So until next time, happy, safe and responsible motoring!

Cheers **Adriana**



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



The annual general meeting has recently been and gone. Some big changes are taking effect. I am sad to see Greg Helbig stepping down from historic registrar. Greg has undertaken all of the duties in a professional manner. Extensive records maintained in a very detailed manner. Many kilometers traveled from his home in the Barossa to committee meetings, general meetings, car inspections etc!! Wow what a contribution over the last ten years. Thank you from all of the committee and the club members.

I am equally delighted to be working with the new historic registrar Stuart Crozer. Stuart has extensive knowledge and experience that will be a great benefit to the Chrysler car club – welcome to the committee Stuart.

Kirstin has stepped down from her vice president role due to her busy work schedule. I don't know the exact number, but Kirstin has put in between 15 to 20 years in the committee in several different positions. Dedication and passion about the welfare of the Chrysler car club have been a strong point of Kirstin's involvement as well as her organisational skills. The club certainly appreciates the years of work that you have donated.

Stepping into vice president role is Hugh Mortimer. I look forward to working with Hugh and appreciate his help already.

Historic inspectors have also been shuffled around a little. I would like to thank the outgoing Tom Davies and Jeremy Goode and welcome Herman Kloss, David Pollard and Chris Briscoe. Welcome to the team guys.

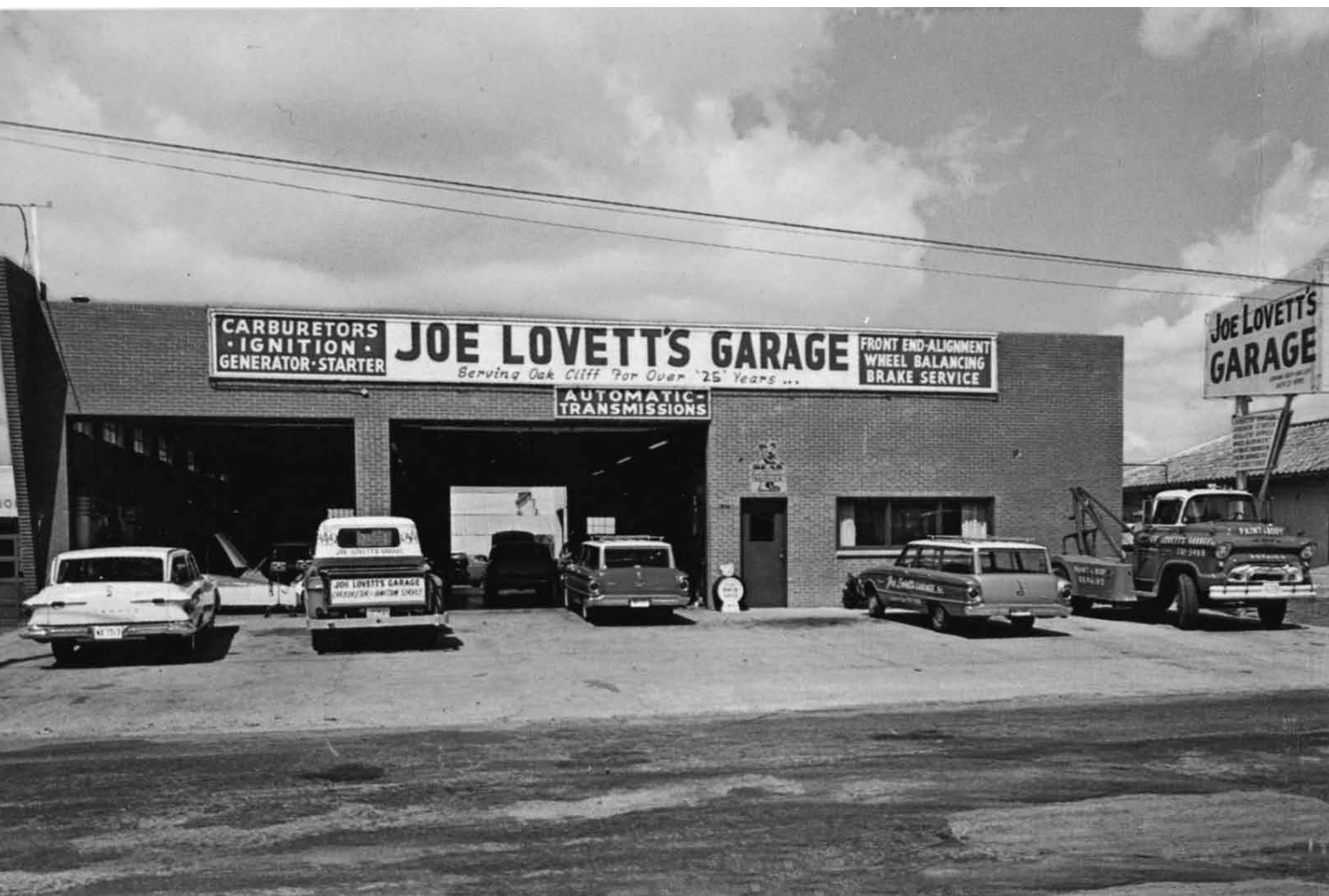
I have been overloaded with running my small business over the last 3 months due to the heavy rains and major renovations in my workshop i have not had much spare time left to put into club business. I am pleased to see my new shed finally nearing completion. I wonder how many cars I can fit into a 12 x 11 metre shed and still have working room? Time will tell...

I look forward to the weekend Jason Rowley is planning at the Gladstone jail, should be a great weekend! See the website for more details and bookings.

A big thank you to Jason for organizing the royal Adelaide show display on the 11th September for the last day of the show. Very well organised and a brilliant display. Thanks to the members who took part in the display.

The club cannot survive without volunteers! Thanks to all who have helped over the last year.

Andy Radloff
Chrysler addict





Hi everyone,

Good to have another newsletter out. I've got lots of news for you today. We have lots of events coming up and many changes within the club.

But first, let me welcome new Committee members **Stuart Croser** (new Historic Registrar), and **Hugh Mortimer** (new Vice President). We also have new Historic Inspectors to announce. **Chris Briscoe** and **Herman Kloss**. We have so many cars on Historic Registration that seven inspectors is not excessive. So welcome on board to all.

Also thank you for voting me in again as secretary. Thank you all for having faith in me and I will serve you in my capacity as best I can for the 8th year running!!!

Firstly let me remind you of the upcoming November meeting. We will have 2 Judges appearing at our meeting and letting you all know where you gain and lose points when your cars are being judged. This meeting is imperative for those of you who love to get really competitive and sometimes can't

understand why someone else's car won over yours even though you felt yours may have been better. There will be tips on where you can gain points. Judges look for certain things when judging cars and you would be surprised how easy it is to lose points. Many years ago (about 20) I did a judging course with SMASA and guest judged some car shows. So I know how important this information can be. Please attend if you want to be judged at The All Chrysler Day 2011.

Also in relation to The All Chrysler Day 2011 we are lucky enough to be having **Leo Geoghegan** attend our event. Now, any of you who know anything about racing, will know he was the best race car driver never to win Bathurst, due mostly to the Chargers brakes. This incredible man is a veritable mountain of information and a legend within his own lifetime. Those of you who know not of him, need to do some research.

Now, last week Leo and I were discussing the All Chrysler Day for next year and wouldn't it be great if we could incorporate with the show day, getting our well loved machines out on to a Race Track!!!!!!



Please contact Cathy with expressions of interest so we can gauge costs and suitable venues and if we get enough, we will proceed to plan the event. Phone me on 0433 755 132

That's all from me for now, so take care out there on the road. I won't be joining you this summer with my hardtop due to an engine rebuild that's going to be insane!!!!

Bring it on.
See ya.
Cathy



Takes a lot to load it up. Not much to keep it up.

For people who go places with things, nothing is handier than a big, beautiful Plymouth station wagon. It's amazing what your family can put in it. And isn't that really what you want a wagon for: to carry a load?

You want to carry it in *style*, too, and we think Plymouth does that with unusual grace. You'll find, also, that Plymouth requires

remarkably little upkeep and maintenance. This wagon is *solidly* built around a tight, strong, *welded*, one-piece Unibody, rather than a separate body and frame bolted together.

This is a wagon that holds a lot, handles easily and will pay off in a high trade when the time comes. Plymouth: good looking, low cost, built to be proud of for a long time.



PLYMOUTH... SOLID BEAUTY

A CHRYSLER-ENGINEERED PRODUCT

1961 plymouth suburbans

A BRIEF OVERVIEW

SUBURBAN SPRAWL

You may think that they are ugly, you might think that they are odd, but even so you must appreciate the far out design of the 1961 Plymouth Suburbans. The 1961 Plymouth range being released on the 29th September 1960, was welcomed with mixed responses from the media. Ultimately the sales dropped and intern design head Virgil Exner was fired. But that was almost 50 years ago, and now what is thought about the 1961 plymouths? Well not a lot has changed really, people still think they are ugly and people still opt for other brands. But there are a select few that love nothing more than these odd suburbans. I being one of those mad people. I couldn't think of a car I would rather own.

The 1961 Plymouth Suburban range consisted of 3 models. The 'Deluxe' being bottom of the range, the "Custom" being middle of the range, and the "Sports" being top of the range. The only real difference between the three models was the price, the amount of standard equipment, and the easiest way to distinguish between the three is the side trim on the wagons themselves.

The Deluxe model was available as either a 4 door or a 2door suburban. The total number of 4 doors produced being 12,980. They could be ordered with either the 225 Slant Six engine for \$2668 or the 318 V8 for \$2788. The 2 door wagons only selling 2464 units, and are therefore extremely difficult to find today. The Deluxe was only available as a 6 passenger. They had the standard side trim, running from the rear tailgate to just after the rear door handle.

The Custom suburbans were available as either a 6 passenger or a 9 passenger. The 6 passenger wagons were available with either a 225 for \$2761 or a 318 V8 for \$2880, the total production being 13,553 units. The 9 passenger suburbans were only available with a V8 and were \$2990, the number of these built is unknown, but believed to be a low number. The easiest way to distinguish a 9 passenger wagon from the outside, and from a distance is to look for the little black rubber "steps" on the rear bumper, these helped assist in entry to the rear facing third seat.

The Sports suburban was available as either a 6 passenger or a 9 passenger, they were only available with a V8 engine. The 6 passenger was \$3024 and they made 2844 of them The 9 passenger wagon was \$3134 with 3088 made. The 318 V8 was standard.



2 door Deluxe Suburban. Notice the side trim stops just before the side door.



4 door Deluxe Suburban. Side trim runs into the back door, and stops just after the rear door handle.



Custom Suburban. Side trim runs in to the front door and stops just after the door handle. Also notice that the Custom's have the triangle garnish incorporated into the side trim on the rear quarter.



Sports Suburban. Side trim runs all the way along and connects with the eyebrow stainless. Also notice that the Sports's have the triangle garnish incorporated into the side trim on the rear quarter. Much more fancy than that of the Custom, and where as the Custom's inside is painted the same colour as the roof. The Sports has a stainless insert.

1961 plymouth suburbans

A BRIEF OVERVIEW

If you wanted to make your Suburban just a little more ritzy, you could order it with a Golden Commando or a Sonoramic Commando engine if you desired a little more power. The Golden Commando 395 was available for an additional \$86.50, for all V8 models except with PowerLite transmission. The Sonoramic Commando engine cost an additional \$312.60 and was for all V8 models except with PowerLite transmission or an air conditioner. As far as I am aware there are no production numbers available stating how many Golden Commando or Sonoramic Commando Suburbans were produced. There is no way either to decode a cars Vin number or Date plate to identify whether it is an authentic Commando car either. These cars had a small emblem on their tailgate stating if they were a Golden or Sonoramic Commando powered car. These emblems are now reproduced, but with a keen eye you can still differentiate between an original and a repro. A very slim number of these powered cars were produced, and an even slimmer number would survive today.

The '61 Plymouth range was available in the chose of 14 exterior colours. Which included, grey metallic, carnival red, alpine white, airforce blue metallic, emerald green metallic, fawn beige, twilight turquoise metallic, robins egg blue, mint green, bronze metallic, maize yellow, lavender metallic, coral and jet black. Your suburban could be ordered with a contrasting

roof colour different to the rest of the body colour for an extra \$17. Interior was specific to each model suburban, and different vinyl/ cloth was available for each model.

The '61 suburbans were also built in Canada, these suburbans are slightly different to their US counterparts. I don't know a whole lot about the Canadian suburbans, but they seem to have Dodge door trims and seat covers. And the Canadian RHD export Plymouths, that went to New Zealand have a '60 Plymouth dash. I would love to learn more about these Canadian built cars.

Since starting my '61 Suburban database approximately 3 years ago, I have found around 30-35 '61 suburbans worldwide. At least one '61 suburban has been found in each paint colour available apart from, lavender metallic, maize yellow and twilight turquoise metallic. Lavender metallic and maize yellow being my favourite '61 colours, but obviously not the most popular back in the day. The most commonly found colours being robins egg blue and alpine white. The 6 passenger Custom Suburbans are the most commonly found today, and the 318 V8 being the most commonly found engine. I've so far only found one Golden Commando suburban, being a 9 seater Sports in emerald green metallic. I've not found a Sonoramic suburban, but have heard a story of one sitting in a junk yard back

in the 90's, it's whereabouts currently unknown. One 9 seater custom suburban and 2x 9 seater sports suburbans have been documented. 4 rare 2door Deluxe suburbans have also been found. There are more suburbans out there sitting in junk yards or sheds just begging to be found and put back to their former glory.

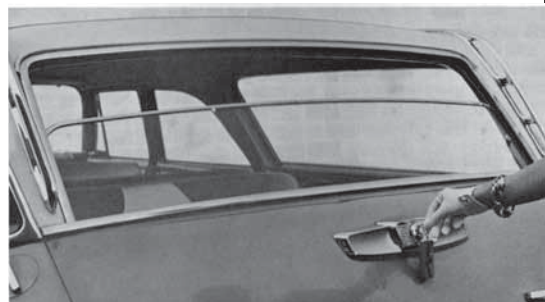
So far my suburban is the only carnival red suburban I have found and also the only US slant six 4door deluxe I have found. People always endeavour to rescue and restore the higher models and the lower production number cars, but when the lower range cars are being left to rust away or be crushed they soon become as rare if not rarer than their ritzier high end equivalents. And at the end of the day, really what is wrong with a 225? It sure shocks people when you tell them that is what powers such a huge and heavy wagon!



Original photo showing the cargo area inside a Sports Suburban. Enough room for the kids to play.



Original photo showing the rear facing third seat on a 9 passenger model.



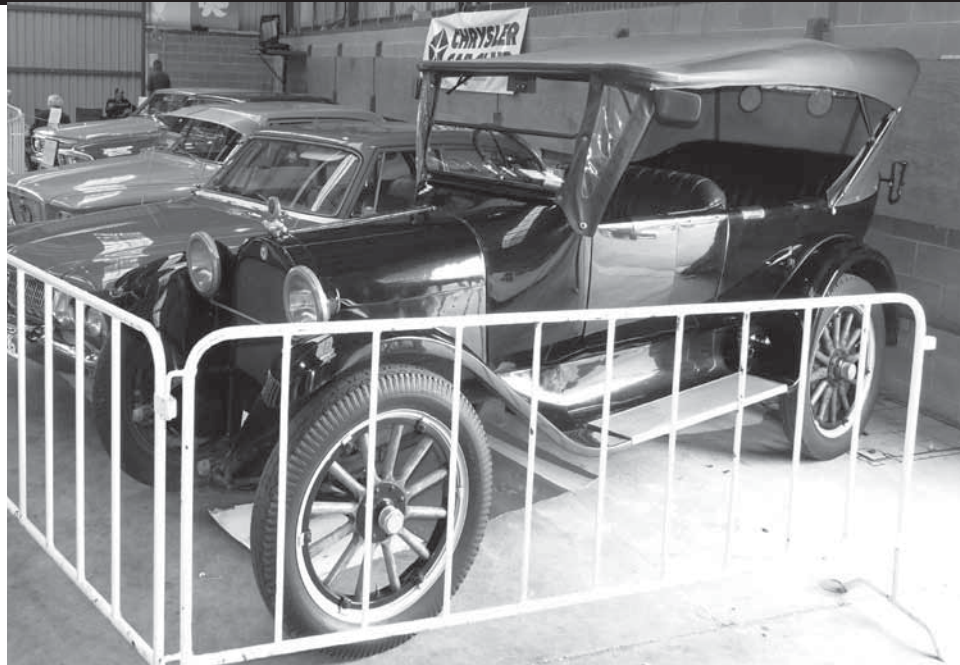
Original photo showing the ease of using the electric tailgate.

6		7					
STANDARD EQUIPMENT		61 PLYMOUTH SOLID BEAUTY					
	Fury	Belvedere	Savoy	Sport Suburban	Custom Suburban	Deluxe Suburban	
AIR CLEANER, replaceable element	X	X	X	X	X	X	
ALTERNATOR	X	X	X	X	X	X	
ARM RESTS, front	X	X	X	X	X	X	
ARM RESTS, rear	X	X	X	X	X	X	
ASH RECEIVER, front	X	X	X	X	X	X	
ASH RECEIVER, rear	X	X	X	X	X	X	
BACK-UP LIGHTS	X	X	X	X	X	X	
CIGAR LIGHTER	X	X	X	X	X	X	
CLOCK, electric	X	X	X	X	X	X	
COMBINED SWITCH, dome, instrument, headlamps	X	X	X	X	X	X	
COMMAND SEAT	X	X	X	X	X	X	
CUSTOM-POSITIONED FRONT SEAT, Manual	X	X	X	X	X	X	
DIRECTIONAL SIGNALS	X	X	X	X	X	X	
DOVE LIGHT	X	X	X	X	X	X	
DOOR SWITCHES, interior lights	X	X	X	X	X	X	
FLOOR COVER (Pass. area) carpets	X	X	X	X	X	X	
FLOOR COVER (Pass. area) rubber mat	X	X	X	X	X	X	
FOAM SEAT CUSHION, front	X	X	X	X	X	X	
GLOVE BOX LOCK	X	X	X	X	X	X	
OIL FILTER	X	X	X	X	X	X	
SKY-HI REAR WINDOW (2- and 4-door hardtops)	X	X	X	X	X	X	
STEERING WHEEL WITH HORN RING	X	X	X	X	X	X	
SUN VISORS, full width, right and left	X	X	X	X	X	X	
WINDSHIELD WIPERS, electric	X	X	X	X	X	X	
TAILGATE WINDOW LIFT, electric	X	X	X	X	X	X	
FLOOR COVER (Cargo area) vinyl coated rubber	X	X	X	X	X	X	
FLOOR COVER (Cargo area) rubber	X	X	X	X	X	X	

Standard equipment table, from an original dealership book that they would use to tally up the total of your new Plymouth vehicle. Shows original prices, options, with room for calculations.

STEP RIGHT UP

On the 11th September the Chrysler Car Club of SA was invited to display a selection of club cars at the Royal Adelaide Show. A pavilion was set aside for us to decorate, and oh how we decorated it! We pulled around 40- 50 cars and the pavilion was packed. The display was fabulous, with a great selection of Australian and American Chrysler Corp vehicles. Such an array of eras, sizes and colours were evident. People streamed through the display all day, viewing the cars we put on display for them. Much more interesting than the cows that filled the pavilion earlier in the week. Keeping people out whilst trying to get the cars in proved difficult and also keeping people out whilst trying to get the cars out was equally as difficult.



MOPARS THROUGH THE HILLS

On Sunday 23rd May CCCSA held a cruise through the picturesque Adelaide Hills to Peter Seppelt's **Grand Crue** winery at Mt Pleasant.

The weather wasn't brilliant but seven cars turned up at the Club rooms at 9:30 for the drive up Greenhill Rd. Unfortunately there were only 6 Chryslers with one ring-in (no **Robin**, just because it used to be Daimler-Chrysler doesn't make your Mercedes one of the gang!).

We departed about 10am and made our way to Balhannah Oval along the way for morning tea and to warm ourselves around the embers of the footy club's party fire from the previous evening. Some of us were entertained by an elderly gentleman in a Volvo nearly knocking over a

Harley belonging to one of a group of bikies in the local IGA car park. He was completely oblivious to the carnage he could have caused let alone the bunch of tattooed fellows that were yelling at him.

Bloody Volvo drivers!

From there it was on to Grand Crue for a lovely wood oven pizza lunch and a bit of wine tasting (hello, more wine tasting....what is it about us Chrysler drivers and wine????). We were joined by **Rob Rawlins** in his Sportsman and another Charger making 9 vehicles in total.

The pizzas were cooked by **Peter Seppelt** himself and there was plenty to go around.

Entertainment was provided by the winery's Border Collie and a group of chickens that it spent the whole time trying to herd around the lawn. It's a very beautiful setting at the winery and would make a great cruise venue in the warmer months. They even allow camping on site which might be fun.

Full from lunch we did a quick, damp, photo shoot in front of the winery before heading down to **Melba's Chocolate Factory** for some cocoa treats for desert.

A great day out and we thank Peter and Roz Seppelt for being such lovely hosts. Just a pity more members couldn't join us on the day.

Iain Carlin



A Plymouth Suburban named... Oscar!

To some people a car is a means of transportation, or a means to an end. Even if a classic they hold no real feeling or emotion for their car. But to me my 1961 Plymouth Suburban, is much more than a car. Oscar is a work of art, he is a dear friend and I owe him alot!

On the 23rd of November 1960, Oscar J Goodwin went into the White Plymouth Centre in Renton Washington. He picked up his brand new Carnival Red 225 slant 6 powered, 1961 Plymouth Deluxe Suburban. The standard price being \$2668. Ordered with a Torqueflite 6, 3 speed automatic which cost \$91.80. His suburban equipped with factory options such as the 'basic radio group' which consisted of a push button deluxe radio, heater, windshield washer, variable speed windshield washers. Also a safety padded instrument panel for \$13.50, a cigar lighter for \$3.75, outside left mirror for \$6.45. Bringing the grand total of his brand new bright red suburban to \$2933.55.

Mr Goodwin used his suburban sparingly as a daily driver, caring, maintaining and garaging his dear car all his life. But in the late 80's this union was going to be separated. An elderly Mr Goodwin driving his Suburban down a ditch thinking it was his driveway. Suffering injuries, he refused to go to hospital. When he eventually did it was too late and he passed away. The Suburban was left lonely in Mr Goodwin's barn. Unfortunately the old bam deteriorated and fell in on the poor suburban, leaving the mint original car with many dents.

The car was finally rescued and changed hands several times, until Chuck Confere purchased

it. His friend Carl Mantegna's wife adored it and in turn Carl purchased it for her in 1998. Several panels were replaced, and work done to the engine. Carl placed it for sale in 2006, not generating much interest. But in January 2008 the ad was seen by a crazy girl in Australia who had been madly searching for one of these wagons for over a year. Carl thinking she could not be for real, did not reply to the constant stream of emails, but curiosity got the better of him and he did finally reply. And luckily he did. The car was purchased in January 2008 and destined for a new life in Australia.

The car arrived in Australia in August 2008. The crazy girl of course being myself. I remember the excitement that I felt finally being able to go see my dream car, after purchasing it over 6 months prior. When we arrived at the yard, we walked through the buildings, until I finally saw the front end sticking out from behind an empty shipping container. It was a brilliant feeling, one mixed with achievement and happiness. I had never seen a 1961 Plymouth before in real life, and now that I was finally seeing one, it was hard to believe it belonged to me. I owned my dream car!

Work started on bringing my suburban back to life, back to it's former glory. I named it Oscar, as a tribute to it's original owner. The original



first registration paper from 1961 came with the car, as well as the original certified car care certificate and booklet.

Finding people to do the work was a huge struggle, Eric Lange in Tanunda metal finished the body, repairing all the dents. Hove Crash matched the original Carnival Red, and re-sprayed the car. A big thanks has to go to my father for all the countless hours he spent working on my dear car, from working on the mechanics, to bleeding the brakes, to disassembling the car and reassembling it.

To me cars are much nicer in their original state, faded 50 year old paint is beautiful. I would have left it how it was purchased but that would not satisfy Regency Park. So I painfully opted to restore it. The restoration on Oscar was done sparingly, and to original. I often still long for the dented body with the original paint, but it was for the best and I have learnt to appreciate the



Side profile. Taillight pods, which look like flashlights. Dog dish hubcaps. I love the lines of the car. All it needs is some wide white walls to set the car off.



... 1961 Plymouth Suburban



A Plymouth Suburban named... *Oscar!* continued...

I have tried to find the original owners family, I have written a letter to the address on the original paper work that came with my suburban. But never received a reply. I do hope to one day find them, and hear stories of Mr Goodwin and his car and hopefully even be able to get copies of photographs of the car from back in the day. What I would do for photographs of my car back in the 60's.

People often ask me why I would go to such lengths to own such a car or what promoted me to want one. Well obviously I have been surrounded with classic cars my whole life, and it was natural that I would buy my own one day. One afternoon whilst browsing in Irving Baby in the City, I came across these vintage inspired air fresheners, the packaging having the front end of a 1961 Plymouth on it. I had never seen one before, so asked Dad what it was. Once I knew what the marvelous car was, the research started. I started collecting all the original advertising and dealership merchandise, whilst trying to find an actual car. I found out there were only three in Australia, 2x Fury 4 door sedans and a 2dr hardtop. I realized that I loved the wagons best, and because they are hard to find, the chase drew me in. I know keep a register of all the 1961 Plymouth Suburbans that I find. All of us owners stay in touch and remain friends.

My collection of literature and dealership memorabilia continues to grow out of control as does my love for these wagons. I would love to find a Lavender Metallic 9 seater Sports Suburban. I do hope to accumulate more '61 Suburbans in the future, one of each model would be nice, and ultimately one in each colour. But the difficulty is finding them. And of course affording them. But I will endeavour to do so.

I adore my wagon, and I owe Oscar so much. I have met so many amazing people because of my wagon, and made life long friends. I will never sell my Suburban, I would rather live in it than see it leave my driveway belonging to someone else. I have gone through so much and worked so hard to secure my dream car and get it on the road, no amount of money could replace it.

Adriana Kloss



Pushbutton automatic, You select your gears like selecting a song on a jukebox.



Original factory plastic still on back seat. Plastic has little gold stars on it.



The very outlandish dash, I love the pods which light up green at night.

EXTRACTED FROM THE PLYMOUTH BULLETIN, JULY - AUGUST 1993

The last time our family bought a brand new car was early in November of 1960. My father, having become exasperated when trying to order an Imperial, went for a white 1961 Fury convertible. With red interior and black top, it was a sharp car as anyone offered that autumn.

This '61 took my parents in their honeymoon to Maine and, into the late sixties, to Florida twice and my father's hunting and fishing trips up to Quebec. The convertible also brought me home from hospital the day I was born in July 1967.

It was our only car until about 1974 when my father bought a used '68 Fury sedan for commuting. This newcomer proved reliable in the years that followed but it was the rusted '61—now "Mom's car"—that took me to the school bus stop, the paediatrician, the store, wherever, whenever.

By the late seventies the convertible's rear unibody had rusted so badly that the old girl had begun to lean to one side. My father really was not a part of the old car hobby and we really did not know anything beyond the opinions of body shop owners who would do nothing.

I think in the spring of 1980—or the winter of '81—my father sold the car for parts to a man whose brother has a '61 convertible. I was 13 in 1980 and by then we had bought a used '77 Ford station wagon. No thought was given to keeping the old Fury convertible another five years until I was 16 or fixing her up. No thought at all.

Since then, a '68 Chrysler and two '58 Edsels have joined the family... and Denise. Denise is the pretty 30,000 mile black '61 Suburban Custom we bought in early November 1991. She has a 318 Torqueflite—just like the convertible had.

Before I became involved with old cars, though, something triggered an interest in finding out what happened to the convertible. It was about 1980 and I called the number on the yellow legal sheet my father had used to assess his final thoughts on the car. I spoke with a young woman who didn't know the buyer of the convertible. I explained my situation and she wished me good luck in finding the car. Luckily, there was an address on the paper and I drove there one afternoon after college classes, finding a young family was by then, living there.

Panting heavily, I walked through the forest in the autumn afternoon sunlight but saw no 61's. I checked, then rechecked and still saw nothing. The woman had, however, told me where the buyer of the car currently lived—only a few more miles down the road.

There I found the widow of the man who had bought the Plymouth from my father. While she remembered the car of the 50 or so her husband had had, she could not (and cannot to this day) find the receipt from the person who bought it from him.

I kept this investigation secret from my father, believing that I should be the one to rescue our long lost family member. I have hoped for this

ever since. I know that if I find the convertible she may be rusted beyond all hope, but I don't care, I just have to bring Paula home.

My father never names the '61 Fury although I have a habit of naming our cars as they earn their places in our family. The 368,000 mile Ford wagon is The Legend. My 4500-pound Edsel Corsair is the Big Bopper and my '58 Edsel Ranchero conversion, being the prettiest girl in town, is Connie, after Connie Francis. I just had to give our lost Fury a name and because one of my favourite songs is "Hey, Hey Paula" by Paul and Paula, Paula is her name.

Every Saturday night I take the Edsel pickup—or rarely Denise—down to the cruise-in held by the club I'm in called Lost in the Fifties. I'll never give up hope that someday I'll see Paula. Maybe one night the radio in the Edsel will play old songs all by itself, like an echo—a nostalgic distress call over the hills and woods and humid night air from Paula, lonely in some field. Maybe one Saturday she will pull in and a jilted owner will put a "For Sale" sign on the dash. As I walk over, I'll recognize—through warm teardrops—the face, the chrome eyebrows, the sloped tail. As he's telling me it's rusted, it shifts rough, the radio- and all "don't work." I will—heart in throat—slowly let my hand touch a warm hood.

The headlights and radio will come on:
"Hey Paul, I've been waiting for you..."

By Kurt Oelmann, J.R



Kurt Oelmann, Jr.'s
1961 Custom Suburban

61 PLYMOUTH EMERGENCY POLICE WAGON

★★★★★★★★★★★★★★★★★★★★

This big, brawny Plymouth Police Station Wagon has a cargo deck over ten feet long. It can carry two regulation-size cots with ease, plus all your emergency equipment.

Plymouth's Police Wagon is ideal for a Civil Defense unit or as an emergency ambulance. Second seat folds flat in a matter of seconds to provide cargo space that measures over 95 cubic feet. Unibody, chassis springs, "shocks", brakes, transmission, electrical system and other parts are all strengthened for rigorous Police duty. The upholstery is heavy-duty vinyl for added wear. The rear window rolls down into the tailgate, which swings out and down. Fury V-800 engine, heavy-duty manual transmis-

sion, heavy-duty 12-in. brakes are all standard equipment. Available in 4-door, 6-passenger model only.

EMERGENCY POLICE WAGON EQUIPMENT

FURY V-800 ENGINE. 230 hp. at 4400 rpm. 340 lbs.-ft. torque at 2400 rpm. 318-cu.-in. displacement. Compression ratio 9 to 1. 2-barrel carburetor.

TOTAL-CONTACT BRAKES. Hydraulic 12-in. heavy-duty brakes with CycleBonded lining area of 251 sq. in. Internal expanding shoes with 3-platform design for accurate alignment, long wear, low maintenance costs.

NEW A-745 TRANSMISSION. This is the largest, most rugged 3-speed manual transmission in any current production passenger car! Large synchronizers for smooth, easy shifting and long life. Heavy-duty 10½-in. clutch.

QUALITY POLICE CAR FEATURES AT NO EXTRA COST:

Unibody construction
Torsion-Aire suspension
Heavy-duty 40-ampere alternator with 6-diode full-wave rectification
Police-calibrated speedometer
Fresh Air Heater-Defroster
Front foam seat cushions
Front arm rests
Sun visors, right and left
Steering wheel horn ring
Independent, foot-operated parking brake
Electric windshield wipers (16-in.)

70-ampere-hour heavy-duty battery with heat shield
Heavy-duty springs and Oriflow shock absorbers
Heavy-duty cloth-covered seats, including hard board back on front seat
Heavy-duty floor mat
Replaceable element oil filter
Extra-heavy-duty 14 x 6" wheels (15 x 5½" wheels optional, no extra cost)
3.31 ratio maximum duty rear axle

See optional equipment section in back of book.





MCLAREN VALE VINTAGE AND CLASSIC DAY

Sunday 18th April this year saw 9 of the CCCSA fleet, piloted by the usual suspects, meet at the McLaren Vale Shopping Centre for the annual **McLaren Vale Vintage and Classic Day**.

After listening to **Rob Neighbour** complain about his tummy rumbling for about an hour we decided it was time to cruise over to the McLaren's On The Lake oval for a bit of "brunch".

It's a very well organised event with the local Rotary groups putting on a bacon and egg breakfast for all the entrants. There were around 300 cars all up, from all different makes and

marques participating on the day. The event is now in its 4th year and has been growing in numbers since it began.

After forming up at the oval the vehicles then parade down the Main Street which is closed for the procession. Hundreds of locals turn out for the event and line the main street to marvel at the cars – there's great interest in this event. At the end of the procession each of the clubs peel off for a short cruise to their allocated winery.

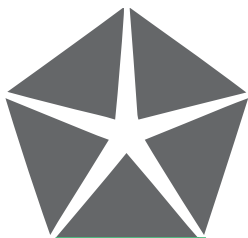
This year we were paired up the **Citroen** and **Morris** Clubs and we parked ourselves at the **Parri**

Estate Winery for a gourmet BBQ lunch and to taste some of their lovely Shiraz. (One member even managed to use her years of experience and female wiles to con a whole bottle for tasting!)

This was a great family day out with lots of room at the winery to cater for kids to run and play and for adults to socialise and look at each other's cars. Let's hope that next year we can get a few more Chryslers to join us on what is a great day out on a world famous wine region right on our doorstep. Put the 10th of April 2011 in your calendar now for next year's event.

Iain Carlin





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with books, 250,000kms. \$2600ono.
Ph. 0409 404 940- Pat

1972 VH 770 sedan, smoke blue with tan trim.
Matching numbers, 318 with power steering.
\$3650ono. Ph. 0409 404 940- Pat

1996 Jeep Cherokee, bull bar, cd stacker, auto,
power steer, electric windows. \$4500ono.
Ph. 0415 392 535- Garry

VH ute, less motor and trans. \$1000. VG 4 door,
rolling shell. \$500. Ph. 0410 305 164- Frank

1977 Centura KC GLX. factory air con. original
90,000kms. \$5000ono. Ph. 0434 943 058- Heath

Decay issue 4 out now! \$8 in shops. \$7 at club
meetings. Issues 1, 2 & 3 also available. Featuring
VJ hardtop and lots of zombies. See Darren
Koziol

Clearance sale! Monster hardtop & All Chrysler
Day (bourbon design) prints- A3 on satin paper,
digital prints. \$3 each or complete set of hardtops
(5) for \$10. See Dave. ursis@internode.on.net

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VH- CM sports rims. Ph. 0405 820 998- Damian

AP6 Safari wagon. Automatic, Slant 6 motor
needs rebuild or be replaced. Rust. Offers.
Ph. 8370 8539 - Upper Sturt

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PARTS FOR SALE

5 Sports rims W32 with caps, nuts & trim 6" \$280.
VH 770 tachometer \$80. VK CL tachometer \$50. VH strip
dash instrument surround \$80. Ph. 0439 858 949-
Andrew

AP6 Factory manual (factory workshop) front
cover missing. \$40. Ph. 0409 697 014- Julie

383 short block, suit rebuild \$350. 383 block crank
rods out of 1968 Dodge Phoenix Aussie engine #.
std bore \$375. Ph. 0412 108 990- Herman

Black dash pad in mint condition to suit VH/ VJ
with regal dash cluster and Chrysler by Chrysler.
\$450. Ph. 0409 404 940- Pat

VH lenses- offers. VJ dash gauges- offers. Towbar
heavy duty \$50. 245, 265 extractors almost new
\$200. CH wrap around surround metal units that
contain lens \$50 pair. 6 cylinder extractors as
new, cost \$400, sell \$175. 222 crane cam POA.
PT Cruiser vertical scissor door hinges POA, had
for 4 years, imported from US. Ph. 0433 755 132-
Cathy

AP6 decklid & front windscreen. Ph. 8243 0210-
Emilio

Poly 313 motor & trans.

Ph. 0416 382 326- Andrew

AP5- CM Valiant parts. Ph. 0419 146 294- John

Plymouth Traveler US dealership magazines.
\$7ea, or better for lot. Ph. 0423 158 342- Adriana

VG valiant parts for sale

Tail lights, some trim, rear window (sedan),
door hinges and 4 doors. Doors not in the best
condition, no trim on, surface rust and some are
missing windows. Tail lights are in good nick.
Scott Richards, Morgan SA
Ph: 85402414, M: 0466253979

WANTED

Chrome window strips (front) 1954 Dodge
Kingsway. Ph. 0401 267 703- Luis

Off set brake booster bracket, to suit 727 trans
tailshaft. VH Charger. Ph. 0409 678 340- Harry

Looking to buy a VF pacer in res/good cond. Road
rego or club plates not necessary - a show car.
Bill Skyrme, Newcastle NSW
Ph: 0249469580 home, 0414378894 mob.

WANTED

AP6 passenger guard (white) Ph. 0406 817 641

AP5 rear bumper bar, L/H front guard & bonnet.
Ph. 0412 108 990- Herman

Chrysler Royal/ R Series Hubcaps, with double
boomerang logo. Any condition, Sets not required.
Ph. 0423 158 342- Adriana

Used standard size 360 V8 piston & connecting
rod. Ph. 0438 702 625- Charles

Running gear for VC Valiant, eg V8 273 or 318 V8
motor, gearbox etc. and power steering.
Ph. 0407 200 073- Greg

Set of W35 rims with or without centre caps or
nuts. Back seat for a VJ regal station wagon.
Ph. 0409 404 940- Pat

Square speaker cover for dash for an S Series.
Ph. 0402 293 024- Mike

318- 360 plus 904 or 727. Must be runner.
Ph. 0403 327 551- Tony

VF Valiant Grill. Ph. 8243 0210- Emilio

Chrysler Action magazines, Issues 1, 3, 5 & 6. For
club library. Ph. 0417 802 474- Iain

Original chrome roof rack (factory) suit CM Valiant
wagon. Ph. 0417 802 474- Iain

VK Regal sedan. Ph. 0423 278 102- John.

Fuel cap, suit VG (pref chrome). Ph. 0419 857 905

Sunvisor, Chrysler Royal AP3. Ph. 0418 503 754

VG VIP: centre console & shifter, centre bonnet
moulding, blank steering column. V8 radiator, 770
instrument cluster, good dash pad.
Ph. 0420 884 022- John



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Spring is here and you know what that means, the weather is hotting up and so is the car action, so dust off those cobwebs and get ready to get your wheels out to some of the many coming events...

September:

11th: Club display at Royal Adelaide Show. All day Leader Pavillion.

14h: Chrysler Car Club Meeting 7.30pm (Model T Clubrooms)

19th: National Dodge Bros (pre- Chrysler) Rally. Nuriootpa & Barossa.

19th Gawler Swapmeet.

26th: Bay to Birdwood (Vintage cars)

27th- 2nd: Chrysler Restorers Club National rally. Renmark Showgrounds & Riverland region. Saturday Show & Shine, Presentation Dinner. Contact Lorraine Beythien 8449 8905

October:

3rd: Daylight savings starts!

3rd: Palmer rod day

12th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

17th: Strathalbyn Swapmeet.

26th: Forwardlook cruise. 1955- 1961 US Chrysler, Desoto, Dodge, Plymouth & Imperials. details to be confirmed. Ph. 0423 158 342- Adriana

November:

6th- 7th : Annual Christmas Run to Gladstone Gaol. Meet at clubrooms at 9.00am for a 9.30am depart. Picnic lunch, Shuttle bus to Xmas Dinner tour of Chrysler Collection (tbc), return home. Very reasonable price per person! (TBC). Contact Jason Rowley 0413 426 360

7th: That'll be the day, Glenelg.

9th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

14th: Lockleys swapmeet

20th: Twilight Run, from Welland Plaza.

27th: Combined run with P76 Club. Start at clubrooms 9.30am. Picnic/ BBQ lunch at Goolwa.

December:

5th: Uraidla Hotrod & pre '67 classics picnic. Contact Robert Riggs 0403 582 140

14th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

25th: Xmas day, I hope you all have a lovely day with your family and loved ones!

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



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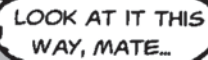
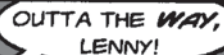
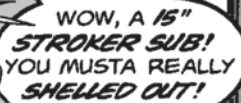
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