

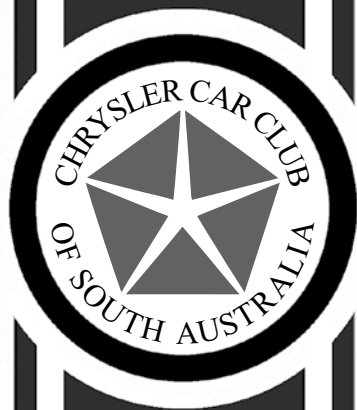


Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Charger Specials



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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

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All correspondence should be sent to:
The Chrysler Car Club of South Australia Inc.
PO Box 240
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General Meetings are held every second Tuesday of every month at:
Model T Clubrooms
Port Road
Croydon
(directly opposite Officeworks)

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



G'day. Today we have a Special Guest Editor ('special' being the operative word!).

Dave here, temporarily filling in for Adriana, who unfortunately is unable to type - so I'll be your host for this issue. If I sound nervous I'm sorry, probably because I'm used to drawing cars rather than writing about them.

Welcome to the 'new' Torqueback Issue 8, spotlighting **Charger Specials**. Not just any Charger mind you, but the 'specials'; the **Sportsman** of the VJ range, the **White Knight** of the VK range, and the **Drifter** of the CL range - rare and unusual limited edition variants of what is today the usually most valuable and sought after Valiant as a commodity, the Charger - an iconic Aussie musclecar.

In this issue, our intrepid reporter Adriana will present us with some member profiles of a White Knight and a Sportsman. She also searched high and low to interview an owner of a Drifter, but that's like trying to find the Loch Ness Monster, so for now Torqueback can only provide a brief overview of that elusive beast. Never fear, we will at some stage no doubt also spotlight the XL, 770 or R/T Chargers everybody typically duels over. But that will be another fascinating story - and today we're going to look at something quite different.

So what exactly is it about ducktails? Why is the Chugga the most famous and well-known of all the pentastars in Oz?

Well, yes, as a hardtopper I might be accused of possessing a chip on my shoulder about this - but this is a good question to ponder over a few bourbons, especially at Albury with the folks from WA. There's a million subjective answers, and while I know very little about the short wheelbasers of the latey variety myself, I think it probably has a lot to do with the imagination they once captured - and continue to command today. Like, who doesn't have a scale-model R/T in their lounge room display cabinet?

If you think earlier Valiant you might think Pacer, but if you think later Valiant you'll always arrive at the Charger. I believe this stems from their motorsport connotations - they were not only designed to be a 'sports' model but probably were the only Australian Chrysler to then actually make an impact on motor racing. The stuff of legend, that racebred pedigree naturally spilt out onto the street where it lives on today. I once wrote elsewhere that the Charger was an 'all-conquering barbarian' during the seventies which 'dared to invade Bathurst', taking it right up to the brand-X'ers who unfortunately (for mine) are still there - making it kinda boring - today.



Perhaps the Charger epitomises - and takes us all back to - those halcyon days when Mopar really held its own as one of the 'big three' down under.

So you just gotta respect a Charger.

And whatever model it is, at whatever specs, with that beautiful fastback, you know it's gonna be a tough ride. Naturally then, Alvin Purple always got lucky in one of these, so follow me down Memory Lane, and raise up two fingers (the right way around!) to salute this classic Australian. "Hey Charger!"

Cheers, **Dave Heinrich**



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Its that time again when the committee is flat out planning the All Chrysler Day!

Quite a lot of work has been done behind the scenes to locate a suitable venue for 2011. We found a venue and have been planning it out and at the last minute something has come up - that means we would have to pass on it this time.

We are all quite disappointed as a lot of work has gone into it. I was really looking forward to the improved venue and facilities that it presensts.

The plan B was to go back to Lockleys again as we have everything in place and at the very late time of year we are really behind the eightball here so we need to get things moving .

There were lots of parking issues last year at Lockleys so we are trying everything possible to provide off street parking.

The theme for All Chrysler Day 2011 of course is the whole H range. There are many body styles and variations represented here so we hope to see quite a good turn out.

Remember H included CH as well as the VH range. Sedan, ute, wagon, charger, and CxC. so lets hope to see a great turnout.

My work is extremely busy so just a short report this time so I can get back to it. Our lovely secretary Cathy is also just as flat out with All Chrysler Day organising so we apologise there is no 'Girl Torque' in this issue of Torqueback - but hope you'll understand.

See ya

Andy Radloff



Clint Anderson's Drifter Charger clone has proven on the strip that this is not just all about aesthetics...



STALLARD & POTTER
PRINTERS OF DISTINCTION



BEAUTIFUL TRIBUTE

Our VJ Sportsman Charger was rescued from a wrecking yard in Adelaide late 1998, by our son. He completely disassembled the car and made a rotisserie to put the car on - to make it easier to get at the body while working on it, which was rusted out in all the usual places with lots of dents in the body work.

Two other Chargers were also disassembled which were used for spares. Soon after starting a full restoration on the Sportsman, he died as a result of a car crash, late in 1999.

About 12 months later we started to restore the car ourselves. It was his plan to get it back to original condition and show it at Chrysler shows, because it was a limited edition, of only 399 built. We have been showing the car now for eight years and have won many trophies. We've also met lots of new friends as a result of going to these shows including Adelaide, Geelong, Albury, Bendigo and Sydney.

The Sportsman has a hemi 265 2-barrel engine with 4 speed manual or 3 speed auto. It was its unusual paintwork and interior that makes it stand out from the crowd. All Sportsmans were painted Vintage Red and White. The interior had reclining bucket seats, with Wimbledon plaid cloth trim. White door panels with red carpet at the bottom, which matched the floor carpet. Matt black instrument panel and 3 spoke sports steering wheel.

- Robert and Julie Rawlins







Robert and Julie Rawlins



THE BEST and worst of Chrysler's sporty Charger. Under brakes, our test car, like many Chryslers in the past locked-up and slewed sideways. The other side of the picture (below) shows the Charger's real strongpoint — dynamic acceleration and torque performance in all conditions, with excellent fuel economy. The overall package still stands as the best-priced sporty car on our market.

HEY





CHRYSLER'S seats look good, feel good, and give excellent support. The test car was fitted with inertia-reel seatbelts which gave little lateral location — yet occupants weren't thrown from their seats in hard cornering. The seat belts locked-up every time the test crew performed a brake stop, and the lock-up occurred right at the start of the brake application. However Chrysler should issue printed instructions on wearing the belts — the fixed-length straps containing the buckles are the type which are designed to "cross-over" on the transmission tunnel. Any other fitting results in improper wearing.

CHARGER!

CHRYSLER'S performance-for-money best seller took out top honors in the sports sedan category of our Readers' Poll, and continues to sell strongly. But Rob Luck finds it could do with a little more attention in the "whoa" department to match the "go" potential...

WHEN CHRYSLER'S gregarious Paul Moore told a motley assembly of motoring pressmen that the company had fixed the "sorrowful rear end" on the Chrysler range with the introduction of the new models, I thought he was referring to the performance of the back axle under braking and on adverse road surfaces.

I was wrong — on two counts.

Firstly, Mr. Moore was referring to the tail-lamp treatment on the 1972 models, which salesmen and customers alike had apparently dubbed with the term because of the "droopy styling."

Secondly it appears Chrysler still haven't fixed the really sorrowful part of the car's rear-end — the poor location of the wheels, and the badly set-up brake control.

MODERN MOTOR'S first experience with the current series of Valiants (originally coded the VC) was published in a dual test report in the August 1971 issue. We duly noted the car's propensity for locking rear wheels which caused the test vehicles to describe lurid slides of varying magnitude — some even extending to

180deg spins, with the car frequently finishing in slides angled at 90deg to the direction of travel.

This occurred on both test cars and despite varying braking techniques, seemed to be the typical behaviour for the model — not previously our experience with Chryslers.

We were thoroughly chastised by Chrysler for our impertinence in mentioning the deficiency and treated to a demonstration of several cars performing immaculate straight-line stops. The reason for the performance of the test cars was given as poor adjustment following a severe pounding at the hands of pressmen employed by the Sydney metropolitan daily media.

I have no way of knowing whether this demonstration with well-adjusted brakes was achieved at the expense of overall braking efficiency, but the problem has recurred in almost every Chrysler vehicle we've driven since 1971, and we've had a large number of customer complaints as well.

We've passed all these on to Chrysler and the inevitable feedback has been "poor adjustment." In several cases

Chrysler offered personalised attention, and on checkback the complaining customers reported the problem cured.

We were reasonably satisfied. Until this test.

We've just completed testing two VJ Valiants and one car was actually recalled during the test for a complete brake check. Fresh from that check, and with less than 3000 miles on the clock, the car proceeded to perform the pirouettes of a trained automotive ballerina.

Curiously, the Charger recorded good stopping distances. Our g-meter checked-out at .85-plus every stop and the computer fed back full confirmation of that. Distances were moderate to good — around 155 feet to pull up from 60mph. And pedal effort from the power-booster system was exceptionally low — 35psi (but unprogressive).

At 30mph, the car generally pulled up dead straight. At 40mph or more it simply skidded.

At the introductory press conference, Chrysler's Moore told us the symbols of Chrysler operation for

the coming year were quality, guaranteed workmanship, and protection of the consumer. These concepts were loosely collected under a "marketing philosophy" that Moore and other Chrysler executives occasionally described as "quality assurance".

Moore promised that 600 quality checks and a special in-factory preparation program meant the car could be delivered to the dealer, washed and presented to the customer — no dealer pre-delivery service!

He also promised that by their new system, he could "identify the man that okayed your car" and take him to task over failures. The painting system, he said, had been taken to the cleaners — lint was discovered as the worst enemy of the immaculate paint finish and had been virtually eliminated from Chrysler's process. Even the factory workers on the paint line have been given "lint free" underwear!

Electronic ignition, developed by "space age technicians" eliminates points and condensers and the wear

and failures experienced in those areas. It also extends spark plug life to 18,000 miles on average and timing alterations to 50,000 miles. "You can virtually throw away your garage dwell meters," said Moore.

Moore has guaranteed both initial workmanship and dealer service. He has promised "a better deal for customers than any manufacturer in Australia — now or in the past."

And that is substantially the message for the 1973 models. There are few changes — and the Charger we tested reflects them less than the other models.

Our 265 two-barrel was the same sporty, firm-riding, well-equipped, economical vehicle that we met back in 1971. It offers good value-for-money — many buyers think it also offers the top performance-for-money ratio and the best looks-for-money ratio. Certainly, it is outselling its rivals.

But it still suffers the same maladies. It is an unbearably hot car on even a warm autumn day in Sydney, and the

thoughtful addition of opening rear quarter panes on this model has done little to relieve the poor ventilation.

Certainly our car was equipped with air-conditioning, and it would have been deceptively pleasant to leave it switched on. But few buyers will want to delve into the coffers to the tune of \$450, so we checked the car out for the average man too.

The all black trim in the test car doesn't help — and Chrysler, like the rest of our manufacturers, deserve a solid knock for their stubborn insistence on this trim, and their unwillingness to develop light-coloured durable trims.

Chrysler's basic instrumentation package is simple and clearly laid out, but on the new models it has been spoilt by the speedometer re-calibration in kilometers-per-hour.

As Chrysler pointed out, we are on the edge of a swing to metrics, and it's important for everyone to understand them. But for people to adapt to the new measurement, they should at least be able to read the mph figures. In the



ROAD TEST DATA — SPECIFICATIONS

Manufacturer: ... Chrysler (Aust) Ltd, Chrysler Park, Adelaide, SA.
Make/Model: ... Charger XL
Body type: ... 2-door coupe
Pricing: as tested: ... \$3727
basic: ... \$2970
Pricing options/prices: 4-speed trans (\$140); Air-conditioner (\$450);
Laminated Screen (\$52); P.B. Radio (\$115)
Test car supplied by: Chrysler Ltd., Milperra Rd., Milperra, NSW.

ENGINE

Cylinders: ... Six, in-line
Bore x stroke: ... 39in (99.3cm) x 3.68in (93.5cm)
Capacity: ... 265 CID (4340cc)
Compression: ... 9.5 to 1
Aspiration: ... Single, two-barrel downdraft carburettor
Fuel pump: ... Mechanical
Fuel recommended: ... 98-100 octane
Valve gear: ... OHV
Max. power (gross): ... 203bhp @ 4800rpm
Max. torque: ... 262lb.ft @ 2000rpm
Specific power output: ... 46.8bhp/litre

TRANSMISSION

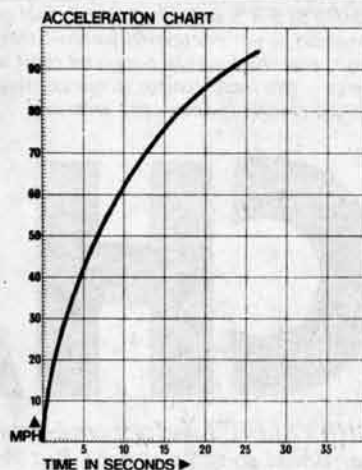
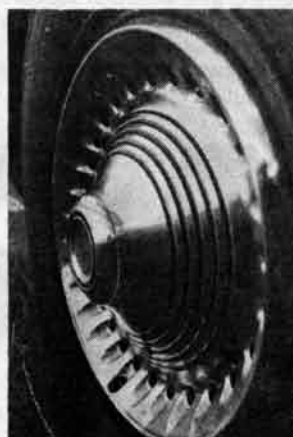
Type/locations: ... 4-speed, floor mounted
Clutch type: ... sdp diaphragm
Gear Direct Ratio Overall Ratio mph/1000 (km/h)
1st 2.82 8.23 8.8 (14.1)
2nd 1.84 5.37 13.4 (21.6)
3rd 1.32 3.85 18.7 (30.2)
4th 1.00 2.92 24.7 (39.8)
Final drive: ... 2.92

CHASSIS AND BODY

Type: ... Unitary
Kerb weight: ... 2930lbs (1331.8kg)

SUSPENSION

Front: Independent unequal length control arms, torsion bars, anti-sway bar.
Rear: ... Rigid axle with semi-elliptic unsymmetrical leaf springs
Shock absorbers: ... Double-acting telescopic all round
Wheels: ... Pressed steel — 6JJ X14
Tyres: ... ER70H14 Goodyear Grand Rally radials



STEERING:

Type: ... Recirculating ball
Ratio: ... 20 to 1
Turns lock to lock: ... 4.75
Wheel diameter: ... 16.25in (41.2cm)
Turning circle, between kerbs: ... 41ft 7in (12.66m)
between walls: ... 44ft 1in (13.44m)

BRAKES

Type: ... Disc front/drum rear — servo assisted
Dimensions: ... 11in (28cm) front/rear 9in (22.8cm)

DIMENSIONS

Wheelbase: ... 105in (266.7cm)
Track, front: ... 59.32 (149.9cm)
rear: ... 59.72 (150.0cm)
Overall length: ... 14ft 11.5in (455.9cm)
width: ... 6ft 2.25in (188.0cm)
height: ... 4ft 6.1in (137.4cm)
Ground clearance: ... 5.75in (14.6cm)
Overhang, front: ... 32.5in (82.5cm)
rear: ... 43.0in (109.2cm)

EQUIPMENT

Battery: ... 12V 50 A/H
Alternator: ... 35amp
Headlamps: ... Twin 7in 35/70 watt
Jacking points: ... 4-side points

CAPACITIES

Fuel tank: ... 19 galls (86.4 litres)
Engine sump: ... 8.3 (4.73 litres)
Final drive: ... 2.3 pints (1.3 litres)
Gearbox: ... 3.1 pints (1.7 litres)
Water system: ... 24 pints (13.2 litres)

PERFORMANCE

Test conditions for performance figures: Weather: ... Fine
Wind: ... NNW 6/7 knots
Humidity: ... 50percent
Max. Temp: ... 60 deg.
Surfaces: ... Concrete paving

VJ series, it's difficult without concentration in broad daylight, and at night they are completely unreadable. Yet another re-design coming up chaps!

The minor gauges are readable, well placed and accurate. Warning lights are useful. The trafficators incorporate lane-changers, but still use that hideous tinny, twangy, warning buzzer — it's got to go. And Chrysler has showed no more courage than its contemporaries in refusing to swing away from floor-operated dipswitches.

The steering wheel is a pleasant device to use, particularly because Chrysler's non-power steering is an excellent, progressive system. The flattened-off rim at the bottom extremity — supposedly to suit "portly drivers" — is an unnecessary gimmick for a minority of buyers, and in practice cuts a mere half-inch from the diameter. Some drivers find it quite annoying when wheel twiddling into a parking spot, or through traffic, or down a winding mountain road. Apart from that, and the fact that the

horn can only be operated by depressing the central boss (it gives a good warning), control with the wheel is good.

The driver's relationship to it, and the pedals is also good and acceptable adjustment gives a wide range of driver sizes a comfortable position while in control. However, the situation is spoilt by the very low driving position, which infuriates women drivers, and annoys short men drivers who are prepared to admit to their height deficiencies. Visibility is therefore poor in most directions, and that high-sill cabin design gives a claustrophobic feeling not conducive to intricate traffic manoeuvres.

There is very little compromise towards ride in the Charger's suspension specification. It is a firm-to-harsh riding car which feels bumps even on sealed bitumen and transfers them to the cockpit with noise and shock. The steering is generally isolated from this, and Chrysler can't be accused of allowing feedback to spoil the steering control.

On rough surfaces, particularly dirt roads, the ride is stiff and unyielding, and even without drastic power applications, the tail shifts off-line readily.

Control with power applied is marginal on the dirt, and normally results in a constant series of slides and corrections when travelling at even moderate speeds.

Chrysler's bitumen road handling has improved with this model, probably because of revised spring rates — although the six-pack and V8 models now get a front anti-sway bar as standard. The tendency is towards reduced understeer and it's a worthwhile gain.

The Charger's real forte is performance — and it has plenty of that. The test car was a rapid mover off the line, with or without wheelspin and lots of revs. That means you can shift away from the traffic lights first every time without looking like a boy racer, and if you have to lay a heavy at the dragstrip, you'll get plenty of rear wheel action.

(Continued on page 102)

CHRYSLER CHARGER (2-dr) HOLDEN MONARO (2-dr) FORD TUDOR (2-dr)

215 CID engine
3-speed column shift
Front bucket seats
Cross-ply tyres
Price: \$2970 (base model)

245 CID engine
3-speed floor shift
Disc brakes
Bucket seats
Wheel trims
Cross-ply tyres
Carpet
Price: \$3425

265 CID engine
4-speed floor change
Power disc brakes
Stylized wheels
Front bucket seats (reclining)
185SR14 Radial tyres
Carpet
Full instrumentation
Price: \$3995

173 CID engine
3-speed column shift
Front bucket seats (reclining)
Cross-ply tyres
Price: \$3201 (base model)

202 CID engine
3-speed column shift
Disc brakes
Bucket seats (reclining)
Wheel trims
Cross-ply tyres
Carpet
Price: \$3376

202 CID engine
4-speed floor change
Power disc brakes
Stylized wheels
Front bucket seats (reclining)
185SR14 Radial tyres
Carpet
Full instrumentation
Price: \$3643

200 CID engine
3-speed column shift
Front bucket seats (reclining)
Cross-ply tyres
Price: \$3195 (base model)

250 CID engine
3-speed column shift
Disc brakes
Bucket seats (reclining)
Wheel trims
Cross-ply tyres
Carpet
Price: \$4489

250 CID engine
4-speed floor change
Power disc brakes
Stylized (ET) wheels
Front bucket seats (reclining)
185SR14 Radial tyres
Carpet
Full instrumentation
Price: \$3811

OPTIONS, Individual breakdown:

| | CHARGER | MONARO | TUDOR |
|---------------------------------|-----------|-----------|-----------|
| Air-conditioning: | \$450 | \$430 | \$425 |
| Laminated screen: | \$52 | \$52 | \$50 |
| Pb radio: | \$115 | \$114 | \$123 |
| Disc brakes: | \$35 | \$65 | \$66 |
| Wheel trims: | — | \$26 | \$27 |
| Sports wheels: | \$80 | \$105 | \$120 |
| Carpet: | \$27 | \$47 | \$26 |
| 4-speed floor-change: | \$160 | \$98 | \$155 |
| V8 engine: | (318 CID) | (253 CID) | (302 CID) |
| | \$205 | \$150 | \$140 |
| | (340 CID) | (308 CID) | (351 CID) |
| | \$200 | \$232 | \$225 |

Top Speed

Average: 108mph (174 km/h)
Best run: 109.5mph (176 km/h)
Standing Quarter Mile, average: 17.5 secs (all runs)
Speed at end of Standing Quarter: 79mph (127km/h)

Acceleration, standing start:

0-30 mph: 3.4 secs
0-40 mph: 4.9 secs
0-50 mph: 7.1 secs
0-60 mph: 9.6 secs
0-70 mph: 13.4 secs
0-80 mph: 17.4 secs
0-90 mph: 24.3 secs

Speeds in gears:

| Gear | Max. mph | (km/h) | rpm |
|------|----------|---------|------|
| 1st | 46 | (74.0) | 4700 |
| 2nd | 68 | (109.4) | 4700 |
| 3rd | 90 | (144.8) | 4700 |
| 4th | 109.5 | (176.1) | 4430 |

Acceleration holding gears:

| | 2nd | 3rd | 4th |
|-------|----------|-----------|-----------|
| 20-40 | 3.8 secs | 5.4 secs | 7.0 secs |
| 30-50 | 4.2 secs | 5.7 secs | 7.2 secs |
| 40-60 | 4.9 secs | 6.2 secs | 7.1 secs |
| 50-70 | — | 6.4 secs | 7.6 secs |
| 60-80 | — | 7.7 secs | 8.4 secs |
| 70-90 | — | 11.7 secs | 10.1 secs |

Fuel consumption:

Average for test: 22.8mpg
Best recorded: 24.0mpg
City average: 20.4mpg
Country cruising: 16.20mpg

Braking: Five crash stops from 60 mph

| Stop | Time | G | Pedal |
|--|----------|-----|--------|
| 1 | 3.5 secs | .8 | 35 psi |
| 2 | 4.1 secs | .8 | 35 psi |
| 3 | 3.9 secs | .9 | 40 psi |
| 4 | 3.9 secs | .9 | 40 psi |
| 5 | 3.6 secs | 1.0 | 45 psi |
| 30-0 mph: .1.8 secs in 33ft (10.3m) with an average g-force of .918g | | | |
| 60-0 mph: 3.5 secs in 153ft (46.8m) with an average g-force of .807g | | | |

Calculated Data:

Bhp/ton: 155.2bhp/ton
Piston speed at max rpm: 75.4ft/sec (23.0m/sec)

Speedo Corrections:

| IND: | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 |
|------|----|----|----|----|----|----|----|----|
| ACT: | 20 | 30 | 39 | 49 | 59 | 70 | 80 | 90 |

INSURANCE, WARRANTY, MAINTENANCE RUNNING COSTS

Registration: \$81.15

Insurance:

Quoted rates are for drivers over 25 with 60percent no-claim bonus and where the car is under hire purchase. This is the minimum premium level — decreasing rates of experience and lower age groups may have varying excesses and possible premium loadings.

Non-tariff company \$69.55
Tariff company \$70.00
NRMA \$81.90

Warranty

Twelve months or 12,000 miles. Covers all parts and labor charges for defective materials components or workmanship. Components from outside suppliers such as tyres batteries etc., are covered by their own manufacturers.

Service:

Initial service: \$12.18
This covers the first 4000 miles and covers lubrication and maintenance. Materials (lubricants etc) are chargeable.

Other service:

Lubrication and maintenance services every 4000 miles.
Listed below are the manufacturer recommended labor charges.
8000 miles and 12000 miles — Chrysler gave no definite quote just "hourly labor plus parts".

Spare parts — Recommended cost breakdown

| | |
|----------------------------------|--|
| Disc pads (set of 4): | \$22.21 |
| Muffler front: | \$17.32 |
| Windscreen: | \$125.57 (laminated) \$47.53 (toughened) |
| Shock absorbers front: | \$11.13 |
| rear: | \$11.13 |
| Headlamp assembly: | \$19.02 |
| Tail light assembly: | \$17.30 |

HEY CHARGER!

(from page 45)

The lusty six outperforms most V8-equipped models from rival manufacturers, and delivers good fuel consumption as well. This is partly due to engine design, but also to low overall weight.

Round the racing track, the Charger will put down comparable times with a V8 Falcon Hardtop or Monaro GTS every time, and most of that is achieved in a straight line, since the car's cornering and braking is not exceptional.

But it's also a pleasant city machine and highway cruiser. And it doesn't bite you back at the gas station if you treat it kindly. On test, the Charger gave up to 24mpg for both moderate round-town use and gentle highway cruising (maximum 50-60mph).

Boot it hard, and the consumption goes tumbling down — but you have to work very hard to squash it down below 16-17mpg. If you keep the throats constantly open, it will bottom-out at around 13mpg, but even that's not bad compared with the V8s it equals in performance.

And it delivers its power smoothly. The engine is not cammy, and has a good gutsy power delivery from low down to breaking point. It imparts a feeling of confidence for those tricky overtaking manoeuvres and is reasonably happy when lugged about town in third and top.

The new Borg Warner four-speed Australian gearbox is somewhat disappointing. Although synchromesh can't be beaten, the shift is notchy and clumsy. It's very stiff to get out of gates, although once moved, the lever slides rapidly into the required slot. Getting first gear is occasionally a frustrating battle, and moving out of any position can require a good deal more brute force than expertise.

Chrysler's Charger is now distinguishable from the rest of the model range in the head-on position by a completely different grille — perhaps the most attractive in the range. Style-wise, the car remains as one of the most enduring bodies we've encountered — it continually attracts attention, and the Hey Charger bit has really sold a lot of people on this compact sporty car message.

Its success will no doubt continue on the Australian market — due to a combination of reasons including style appeal, good comfort and sensible interior specifications, a wide range of options in all categories, and attractive pricing.

And now it has been backed with the strongest manufacturer promises and guarantees we've heard from a local company. If they back those claims in practice, the car should continue its winning form. We'll wait and see.



MODERN MOTOR — JULY 1973



Limited-edition Charger

HOT ON THE heels of the Regal Le Baron, Chrysler Australia has released another "special" — this time a four-on-the-floor Charger with Drifter stripes.

Only 75 of the limited-edition Chargers will be built, in three colours — white, orange and yellow.

Features of the model, being offered at a \$200 saving, are:

- Drifter-type side and rear spoiler stripes — white models will have additional "strobe" stripes on the boot deck;
- Cast-alloy wide wheels and FR78 steel-belted radial tyres;
- Push-button radio;
- Laminated windscreen; and,
- Bumper bar over-riders.

The 5.2-litre V8 and 4.3-litre Hemi six-cylinder engines are available.

Prices for the limited-edition Charger, equipped with Boca Raton cloth upholstery and other luxury features of the Charger 770, start at \$7764.



Robert and Julie Rawlins were kind and generous enough to donate one of their ultra rare 'Hey Charger' dealership bags to the club.



Sure beats seeing a UFO. A complete set of white Drifters is a very rare sight indeed, almost as unusual as seeing a white White Knight...





ROAD WARRIOR...

I first bought my 'White Knight Special' Charger in June 1985.

I was racing Valiants in speedway at the time, which I had been doing since 1982. My first speedway car though was an HR Holden, but when I started to race Vals, I started winning races! My daily driver then was a VB Commodore, though as I was racing the Vals and doing quite a lot of work on them, I became more interested in them and decided to buy one as my daily driver. I then started to look out for a good Charger.

As most current Valiant enthusiasts know, back in the mid eighties Chryslers were worth nearly nothing, and there was heaps to choose from. I was looking mainly at CL Chargers but was prepared to get any model if it was a good car. After about 3 weeks I spotted a White Knight Charger going in the opposite direction to me

in a Newcastle suburb, so I did a U turn and followed it. 5 minutes later the driver pulled up at his workplace. His name was Tom and he was 64 years old. At a quick glance the Charger looked immaculate, so I asked if he would be interested in selling the car. He said that he was going to sell it when he retires, but as he was only a matter of months away from retiring he said he would sell it now "if he got the right money for it". I had a closer look at the car. It had 34,000 k's on the speedo, and the only way to describe it's condition was simply 'immaculate'. When I asked what he would want for it he hesitated, then said \$3,000. I gave him a deposit and picked it up the next day.

The car is a 8/76 build and Tom bought it as a 'demo' in May 1977 with 5,000k's on it as it was used by the dealer principal at 'Crossroads Chrysler' in Newcastle (Ken Delforce - a well known businessman in Newcastle, now retired with race horses), to take to and from work each

day since September '76. Tom was actually going to buy a CL Charger but the salesman talked him into getting this White Knight instead. (All White Knights were very late build VK's and early CL Chargers were already released). Tom said he would take the car if they put chrome bumpers on it, take off the front spoiler (White Knights had body colour bumpers and front spoiler from the factory), and fit it up with alloy wheels. He even put 'SE' badges on the side plastic panels instead of the 'XL' badges. Crossroads Chrysler sold more White Knights than any other dealer in Australia and this was their last one. The car still has it's original log books and the first registration details show the original owner as 'Ken Delforce/Crossroads Chrysler'.

It has been my daily driver since the day I bought it, now showing 334,000k's on the speedo. I fitted air-conditioning to it in 1987. In 2001 I had the car resprayed and fitted new rubbers etc.



Andrew Clark





It was at this point I also had the bumper bars painted in the body colour. I have the original White Knight front spoiler that was fitted to these cars but have decided to leave it off for now.

I had it converted to gas in 2000 though it still can be run on petrol.

A modification was done to the petrol/gas filler caps - I have had the rear fuel filler entry blanked out and now have the fuel filler on the right hand side, and the LPG filler on the left side.

This job was done professionally and even has the 'recess' moulded into the rear quarters just under the fuel caps like the 'A84' R/T track Pack cars had. I did have 770/R/T flip fuel caps fitted but currently have body colour caps. I plan to put the flip caps back on.

I take the car on many interstate trips, simply because I just love driving it. I have been to the last 5 Adelaide Chrysler shows, although in 2007 I took my Impact Orange CL Ute which I bought in 2005 as a second daily driver.

(I sold the Ute just a few weeks ago and bought a 2007 Falcon XR6 Ute... sorry :-).

I have a few other Chargers...a 'Vitamin C' R/T E38 (A87 Track Pack) which has just been repainted and should be finished in a few months, a 'Sunfire Yellow' VJ E48 which has also recently been resprayed and am slowly working on alongside the E38, and a 'Frost Green Metallic' 318 4 speed CL Charger which is currently road registered.

- Andrew Clark





IN SEARCH OF THE GHOST TIGER...

The CL series Charger was introduced in late October 1976 and ultimately turned out to be the last Charger model made in Australia when production of the Charger ceased on August 16, 1978. This series featured new front bodywork and was expected to be designated as the VL series, but CAL decided to rename it CL to reflect the corporate Chrysler name which was now being applied over the whole range of cars sold in Australia.

The Charger XL variant was deleted (except for police duties) such that the CL series offered only the Charger 770 for public sale. However, late in the life of the CL, CAL introduced the Drifter Pack option for a Charger which was made available in four body colour choices. Chrysler Australia was basically winding up, and this was probably one last 'fire sale' - a cosmetic option based around features found on the trendy Drifter panel van and ute.



A conversation with somebody who knows a lot about Chargers, and Drifters in particular...

Just like the VJ Sportsman and the VK White Knight, the Drifter was a quick marketing exercise to boost falling sales, like most 'specials' all you need to do is add popular options at a discount price and - bingo, you have a sales winner!

I bought my first Charger - a VJ - in 1978 (probably owned eight or ten daily drivers for more than three years at a time). I have since owned two Drifters and three CLs all up, and found each one of them to be a great car - although the CL drives much smoother, has far better brakes and sound deadening, and doesn't seem to have the body flex and noises of earlier cars.

Of my two Drifter Chargers, one was a bit shabby, while the other had a bit more glamour, especially being body number 1807 made on the last day of all the Chargers.

The original owner of my first Drifter was a farmer who bought it with a cash government bonus or subsidy - something like that! In the first year the stripes peeled off so the dealer replaced them, then in the following year while out of warranty they peeled off again. The dealer offered to have his panel shop paint them on, but the original owner did not like them much and said - "no, take them right off and fix it up". Apparently they cutback and buffed 90% of the car - and touched up the rest - it was all good though.

I bought the other Drifter in 1999, but I had to sell it in 2008. Interestingly, it was listed on EBAY earlier this year - so I kept the advert.

I still have pics of it but not in its original form - without the stripes, and the side guard and rear quarter badges are gone with their the holes welded up and sealed back in 1980. Also technically wrong are my engine bay shots which show a holley and extractors, and the rear shots are also incorrect as it has black paint between the taillights, instead of argent/silver, plus it uses a VH-VK bumper. CLs had a sedan-like bumper with a more square style which 90% of people wouldn't pick.

So how do you pick probably the least-known incarnation of ironically the most well-known and coveted Val?

The Drifter Charger uses a standard charger 770 grill but a it's shade lighter than normal, which you wont pick up unless you have two side by side. Basically its a CL Charger grill with the red highlight in the middle and two larger honeycomb sections, this grill later on became the base valiant CM grill in a darker and non reflective grey.

The Commercials - the ute and van - are harder to spot however, with many base or sportspacks using Drifter bits and pieces, but typically they seem to use a white CL Charger grill.

Like most chargers my engine bay had some minor changes and was no longer a hundred percent original - today it sports an after marrket 4bbl manifold, Holley 600 carby and extractors instead of the original 2bbl Carter and standard cast iron exhaust manifold, but a Drifter Charger has an engine bay pretty much like any standard CL Charger or sedan.

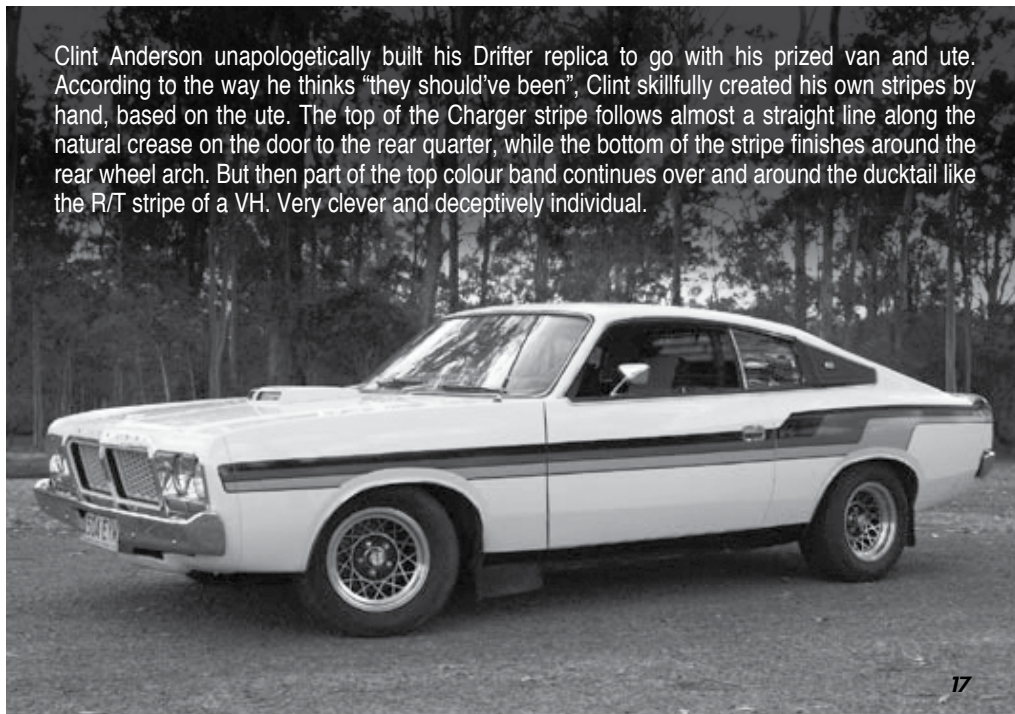
An authentic Drifter will have the level 2 trim that was available for CL Chargers, identifiable by buttons on the cloth seats and a vinyl stripe down the seat.

However there is no large chrome push-button on the seat to make it tilt forward, this was done by pushing down the recline lever on the seat squab - most people wouldn't know that but any CL Charger owner would.

The later 1977 CL Chargers were different to the initial 1976 runs. The trim was changed and in the engine bay the brake booster became smaller, with the master cylinder going to a plastic see-through type, rather than the metal container prevalent in the VK to the early CL.

It was the same with the PBR unit fitted to Holdens and Fords at the time (XD Ford, HZ Holden). The Valiant brakes were also upgraded to alloy PBR ones - identical to the V8 Holden - although for police and other heavy duty applications the prior VJ-VK girlock type remained.

Clint Anderson unapologetically built his Drifter replica to go with his prized van and ute. According to the way he thinks "they should've been", Clint skillfully created his own stripes by hand, based on the ute. The top of the Charger stripe follows almost a straight line along the natural crease on the door to the rear quarter, while the bottom of the stripe finishes around the rear wheel arch. But then part of the top colour band continues over and around the ducktail like the R/T stripe of a VH. Very clever and deceptively individual.







The CL GLX sportspack that came along after used the same grill as the Drifter, and the same 770 tachometer dash. These were released after the Drifter/Charger ended, with the main advertisement based on the theme "the spirit of charger lives on" - it was almost like an updated Pacer version of a normal sedan.

So with so many variations, and then custom variations after the fact over the years, how can you easily tell for sure?

The problem with tracking this model has been the occurrence since of the mixing of sportspacks and Drifter utes and vans. Just like with R/T clones, many base or sportspack Chargers have been decorated with Drifter stripes. While if an authentic Drifter has survived, it has probably lost its stripes, not to mention been added to or refitted with different, more upmarket hardware.

To verify any Chrysler Special you must check the compliance plate for the build number and chassis prefix. I know my last Drifter was built on the last day because 'FJ13' was engraved on the compliance plate - or in plain English, June 13, 1978.

Luckily, all Drifters were just an "Appearance Pack" so they all have an identifying code on the option plate.

A49 for Orange/Yellow/Gold; A34 for White and A80 for the commercials offered in the Drifter Pack.

The white Charger Drifters had a different code because they came with strobe stripes on the bootlid, the factory needing this separate code to be reminded to add this extra decalling.

Customers never got a chance to put together their own package - they were just pre-made up and sold. Trim, motor, body and interior as is.

As far as paintjobs were concerned, they were not made to customer orders like in earlier models' combinations, coming in the four colours only.

The Drifter Paint Codes are:
PB - Impact Orange, YM - Sundance Yellow, YS - Harvest Gold and WH - Spinnaker White.

The engine was a 265 six or 318 vee-eight, while the transmission was only an obligatory 4-speed manual - some managed to get air conditioning but this was almost random. So if you ever see an auto Drifter it's either a fake or someone has added the auto later on in life! From this we have only one mandatory code, the 4-speed manual which is D20.

There is much confusion and mismatched information about the quantity of CL Chargers, and this affects claims around the last seventy-five made - consequently with all Drifter Chargers the first and last chassis numbers are often now disputable.

CL Chargers totalled 1815 or 1825. There were purportedly 75 Drifters (an unverified amount of 29 being V8s, and the remaining 46 being 265 6s) made, therefore the chassis number must be greater than 1770 you'd assume.

Some stats:
Some vague/unverified figures of Drifter Chargers still in existence;
Sundance Yellow - 8; 1 x 265, 7 x V8
Harvest Gold - 3; 2 x 265, 1 x 318
White - 30; 18 x 265, 12 x 318

And if you're interested, the even more curious Drifter Vans:

14 - 265 autos
31 - 318 autos
76 - 265 4speeds
214 - 318 4speeds
= 335 Drifter Vans total

- George Maragos

Many thanks to Clint Anderson and George Maragos





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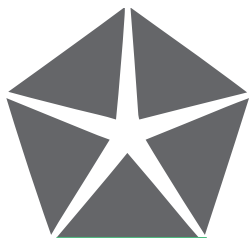
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AP6 Factory manual (factory workshop) front cover missing. \$40. Ph. 0409 697 014- Julie

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Try autofabrics.com

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John - 0427 003 317

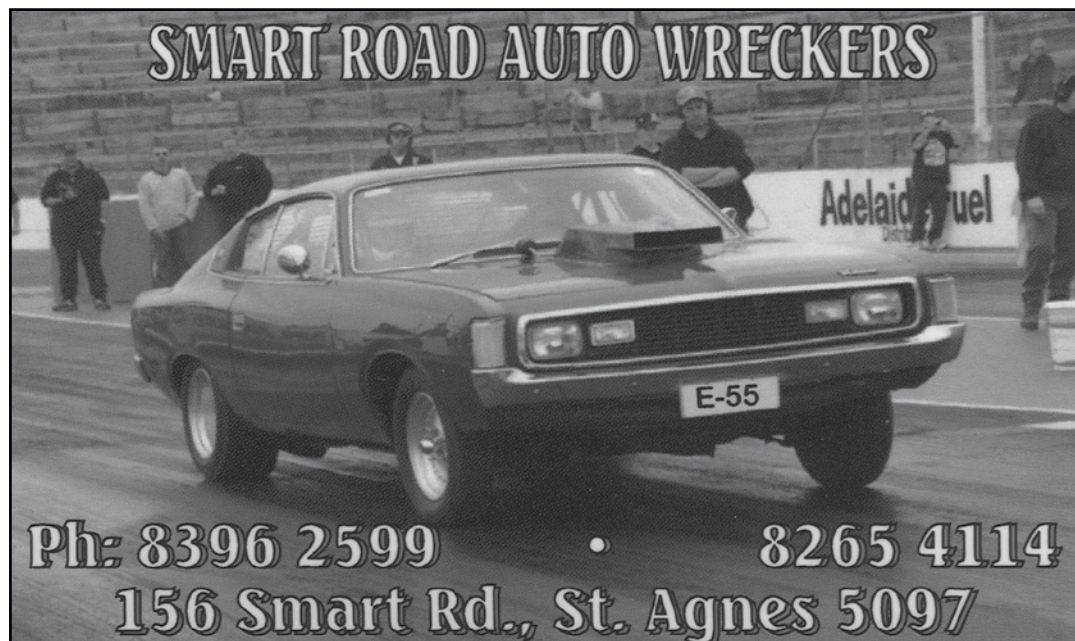
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| 14-Dec-10 | 7:30 PM | Club Meeting, Model T Rooms, Guest Speaker, ex Chrysler design office | CCCSA |
| 25-Dec-10 | All Day | Have a Safe & Happy Xmas from CCCSA ! | |
| 27-Dec-10 | TBC | Jaf's Huge End-of-Year Cruise Probably West Lakes shopping centre | 'Jaf' Staples |
| 11-Jan-11 | 7:30 PM | Club Meeting, Model T Rooms, Guest Speaker - Show Judging All Chrysler Day set-up meeting | CCCSA |
| 15-Jan-11 | 4:30 PM | CCCSA Cruise to the Barossa for CRUISE-ON, Hot Rod Street Party & Cruise Murray St, Tanunda CLOSED for the event 2 Live Bands, Great variety of Rods & Americans | Valley Rodders Trudy Vaughan (08) 85630864 |
| 4-Feb-11 | 7:30 PM | Classic Oz Chryslers 'Great Ideas in Motion' Sporting Car Club, King Wm Rd Hyde Park All CCCSA members welcome | SCC Classic Section |
| 8-Feb-11 | 7:30 PM | Club Meeting, Model T Rooms, Confirm volunteers for ACD etc. | CCCSA |
| 19-Feb-11 | All Day | WOW FM Family Day at Semaphore 15 Chryslers Needed | WOW FM Contact tba |
| 26-Feb-1 | 5:00 PM | MOPAR MEGA-CRUISE (Meet & Greet) Cruise Starts 6:30 PM | CCCSA |
| 27-Feb-11 | 9:00 AM | ALL CHRYSLER DAY 2011 Celebrating 40 years of all VH & CH Chryslers Venue to be confirmed very soon | CCCSA |
| 14-Mar-11 | TBC | Combined Club Run with Chrysler Restorers SA To McLaren Vale for lunch | CCCSA / CRCSA |

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

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