

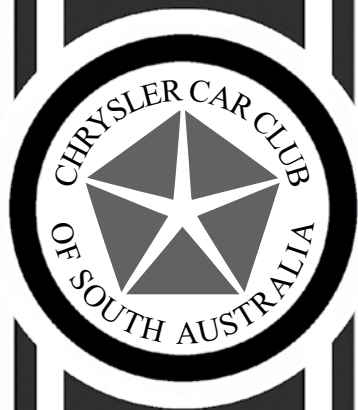


Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



ALL CHRYSLER DAY 2011



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Dave Heinrich

Webmaster
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Photography
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Chad Ballantine
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Bruce Forbes

Enquiries
Club Mobile
0412 426 360
www.cccsa.net.au

CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH - MAY 2011

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)



ALL CHRYSLER DAY SPECIAL



Hello again. Welcome to the **2011 All Chrysler Day Special** pictorial edition of Torqueback.

Dave here, sharing the editorial load for Adriana. Sorry for the delay, but it takes a little longer to organise an All Chrysler Day Special - but believe me, it's always worth the wait.

All Chrysler Day was once again a resounding success. What a fantastic weekend. Beautiful weather, no incidents, and most of all some amazing machines. I believe there were 235 cars on the MegaCruise, and then 238 entries in at the show. Usually it's the other way around, but either way that's a new record. Of course there were some awesome cars parked outside in the streets too, and 60 cars were entered in the judging.

All of the VH and CH body styles were represented - with a number of 770 sedans, Chargers, a ute, VH hardtops, and CH hardtops and sedans. There was even a VH wagon thanks to Shane from Charger Spares displaying his VH "R/T" wagon in the spotlight display. Apparently this was the only VH wagon we could get a hold of on the day. When was the last time you saw a VH wagon? I know of only a handful. Time has not been kind to them.

Congratulations to **Andy Radloff**, **Hugh Mortimer** and the committee (and in particular **Jason Rowley** - who does so much more than anyone else for All Chrysler Day). There would've been no show without Jason's herculean efforts this year.

All Chrysler Day has grown and evolved into one of the biggest car shows in the land. There is a lot of

work required and a lot of responsibility is demanded. Heaps of stuff has to be done by a lot of people behind the scenes which might go unnoticed, but it needs to be pointed out and duly noted. Specific thanks must go to **Pat McGrath** and **Pete Beckingsale** for organising the historic display, which people eagerly anticipate and now come to expect at every All Chrysler Day. Also my favourite club legends **Di** and **Chris Hastwell**, who coordinated all of the entries - an absolutely massive undertaking. **Iain Carlin**, apart from cooking barbies, also compiled all of the judging results for the trophies, thanks mate. Our secretary **Cathy Groot** for organising our special guests **Leo Geoghegan** and **Roger Carroll**, and **John Eckermann** for helping out with general running around and the PA.

But most of all the club must thank the many volunteers who gave up their time - before, during and after the show - on the many jobs which need to be done from marshalling, judging, gatekeeping to rubbish collecting. Well done CCCSA.

And particular thanks to everybody from interstate for coming over. We love to have you come back home.

All Chrysler Day only survives and evolves because of the fantastic support of our club sponsors, who generously provide the bread required to power a not-for-profit organisation like ours to preserve and maintain the great Chrysler marque. Our greatest gratitude goes to our show sponsors **Adrian Brien Chrysler Dodge Jeep**, **Shannons Insurance**, **Willshire Auto Trimmers**, **Boss Automotive**



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Also many thanks to **Regal Auto Spares**, **JMR Crash Repairs**, the **Valiant Parts and Service Centre**, **Redline Tyre Art**, and **Stallard & Potter Printers** for their continued support of the club throughout the year. We appreciate you all.

Support the folks who support you, by using their quality services and products.

Mopar forever.

Cheers,
Dave Heinrich



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



All Chrysler Day has been and gone and what a lovely day it was. There were a few hiccups that surfaced during the day, but the committee dealt with them the best we could at the time.

Most annoying was the revenue raising of the council parking inspectors. Perhaps they get a commission?! Perhaps they just don't like us car enthusiasts?! Either

way you look at things, it is clear that parking continues to be a bit of an issue at the Lockleys Primary School Oval. The school certainly likes us, but the residents don't. We had received feedback, complaints and warnings several weeks even before the event from more than one source.

So what can we do, where can we go that will not have some kind of problem? Problems always present with anything in life whether it be cars, personal issues, work, or houses. The thing that sets us all apart is the way we deal with them. The committee have been working on several solutions to the parking problems at the venue but we are running out of options and patience.

So keep the suggestions coming and by next February there will be a solution of some description. And by the way we have looked into options like Ikea, the airport grounds, the Kooyong Golf Course and shuttle busses.

Thanks goes to the usual volunteers and helpers - I know you all enjoyed the volunteer helpers' dinner held at Scuzzi restaurant in North Adelaide - it was great!

We are approaching the winter period which is usually pretty quiet and cold but lets hope some of you can get motivated enough to venture into the shed and make some progress on some of the projects that are underway.

I know of half a dozen great projects that are in the final stages of completion and should be hitting the streets this summer.

I have been lucky enough to get one of my cars back on the road after a five year break. Everything you can possibly think of has gotten in the way but "Dave" (the yellow CM GLX) now has a sweet new motor and its on the road as my daily driver - stuff driving around in some modern plastic computerised oriental sedan!

If all my plans work out, I should have 3 more rebuilds almost complete by the end of summer. Fingers crossed !!!

See ya on the streets, Mopar mates!!

Raddy



Club stalwart John Eckermann shakes hands with Australian motor racing and Chrysler legend Leo Geoghegan at the club's historic display. Leo was a special guest of the CCOSA this All Chrysler Day so check out his biography on page 13.



Hello everyone. Well we are running a little late at the moment with the magazines, but I can assure you, we are all doing our best to get the issues out a little more consistently.

One problem we have is that there are not very many people contributing information, stories, and pictures. Unfortunately this falls on only a very few people who do their very best, but are also busy running their own lives, jobs and businesses.

We would love to hear from you, our treasured members for some extra input.

There are those of you out there who have remarkable stories to tell, not just about Chryslers, but about life in general. C'mon, send us a line, we'd love to hear from you.

The 2011 All Chrysler Day went really well this year. We had a record number of cars join the cruise which was wonderfully thought out. (Thankyou **Iain Carlin**) A lovely scenic winding trip through the hills and the Southern area was precipitated by an interval held at McDonalds Happy Valley. The rest of the cruise was fully appreciated especially by those with the V8's who opened up their babies on the Expressway.

As usual volunteers all turned up in full strength early on the Sunday and ensured a quite smooth running of the filling of the oval. Well over two hundred polished machines attended the day which was held under a beautiful blue sky. Ok maybe a little hot, but we are kinda getting used to that now aren't we?

Congratulations to all those who won trophies on the day, but it wouldn't be a proper show without all the competition, so thankyou to all who came, wether you own a show car or an everyday driver, it's the diversity that makes it so much fun.

On a much more serious note, on the weekend of the 30th May, one of our long standing members **Jason Rowley** was involved in a serious car accident whilst navigating in a rally. Jason was navigating in a car that he does not usually race in, and unfortunately this car lost control hitting a tree. Both men were critically injured and needed intensive and immediate care.

Jason has been a consistent and hard working member of the Chrysler Car Club for many years, volunteering for many positions over the years including President. Jason is an integral member of this club, and we wish him and his wife Karen all the very best in this most terrible of circumstances. We also extend our very best to the driver of the car involved and his family and we wish everyone a speedy and full recovery.

On a different note, the Historic Registration and Membership renewal day will be coming up in July this year. All vehicles on the scheme need to be inspected yearly to ensure the purity of the scheme.

We as a club do not make the rules or guidelines, but we are expected to ensure that each vehicle stays as close to the original factory specification as it can. By doing this we can continue to offer this fabulous opportunity to over 200 cars in our club.

Every year vehicles on the scheme are regularly checked at car shows and other events by government officials, and cars not meeting guidelines will be taken off the scheme. Please ensure you have all the correct paperwork when you attend. The meeting will be at the clubrooms as usual.

Lastly we will be having the AGM in August. All positions will become vacant and we encourage members to give some thought to becoming involved. It's a great way of finding out what's happening in the world of Chrysler.



Just because some of the positions have been filled by people for many years is no need to be put off giving it a go. Some of us need a break!!

Clubs thrive on new blood and new ideas. Please give it some thought. Positions available will be:

- | | |
|-----------------------|----------------------|
| - President | - Vice President |
| - Secretary | - Treasurer |
| - Event Coordinator | - Web Master |
| - Magazine Editor | - Historic Registrar |
| - Historic Inspectors | |

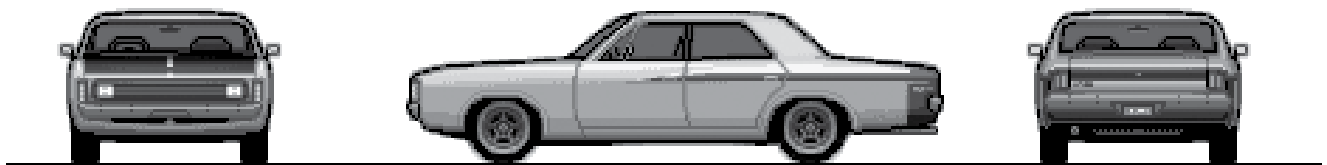
If you would like to consider yourself for one of these positions, please attend the August meeting to nominate yourselves, or maybe someone else.

Alternately, if you would like to nominate, but are unable to attend the meeting, please complete the proxy form enclosed and send it to us at P.O. Box 240, Greenacres, 5046, before the August meeting.

I look forward to seeing you all very soon.

And remember IT'S MOPAR OR NO CAR!

Cathy



THE FORTIETH ANNIVERSARY OF THE VH SERIES VALIANT AND THE CH SERIES CHRYSLER BY CHRYSLER



Chrysler Australia released the VH Valiant range in June 1971. The VH was the first 'All Australian' Valiant and was a major change from the preceding VG range - with larger cars, which were styled to look even larger than they were.

The grill treatment on the new VH range was a direct design descendant from the US Mopars with the central recessed area for grille and headlights, which was surrounded by uninterrupted trim on the outer leading edge of the whole assembly. The smaller rectangular headlights from the previous VG range were also retained. The VH model range also saw the introduction of the new luxury class vehicles, the CH range. The CH was a further 4 inches (100 mm) longer in the wheelbase than the VH Valiant - 115 in (2,900 mm) - with a total length of 197 in (5,004 mm). It featured quad round headlamps and a different rear end treatment, and had quieter suspension and higher equipment levels.

The CH or Chrysler by Chrysler was a four-door luxury model intended to compete with the Ford Fairlane and Holden's Statesman models in the luxury car market in Australia.

Also released in October 1971 was a two-door version of the CH which was called the Chrysler Hardtop, and shared the same wheelbase as the Chrysler by Chrysler, along with the front and rear end treatment.

In the engine department, the in line 6 cylinder Hemi engines were once again slotted between the VH's chassis rails, but this time the news was more cubes resulting of course in more power. The new Hemi was now out to 265 cubic inches and up more than 35HP on the old 245ci, resulting in 203HP for standard 256 Hemis. Add to this

more torque than the old motor as well and the 265 Hemi would cement it's place in history, but there was even more power to come from the new Hemi, which would see it take on many different guises throughout the VH performance range.



The 318 V8 was still the standard option V8, however the Chrysler by Chrysler could also be optioned with the 5.9litre 360 V8, producing 265hp.

On the performance front, the Pacer was once again offered for the VH range, but this time only in a 4 door. A total of 1647 Pacers were produced and apart from lively paint, menacing bonnet blackouts and striping, the new Pacer featured a higher performance version of the 265 Hemi 6 cylinder, with 218 bhp @ 4,800 rpm and 273 lb-ft @ 3,000 rpm. The Pacer could rocket down the quarter mile in 15.9 seconds, get to 100 km/h in 7.6 seconds and reach a top speed of 185kmh. In fact, at its release, the VH Pacer set the record for being the fastest mass-produced four-door sedan with a six-cylinder engine manufactured in Australia, a record which stood for 17 years!

But the Pacer's days as the VH performance model were numbered, because that same year saw the announcement and introduction of what was to become Chrysler Australia's most recognised new car - The Charger. The new Charger was unlike anything that had come before and it had the Australian motoring press saying things like "...the most handsome car Chrysler has ever produced, and probably the best looking car ever produced by an Australian manufacturer".

A short wheelbase, fastback coupe with an aggressive wedge-like stance, the Charger's design gave the effect of speed, even when it was standing still. Chrysler's TV campaign for the Charger featured the young adults at whom it was targeted, waving at one as it swept by them and shouting "Hey, Charger!" - one of the more memorable TV ads of the time, it created a cliché that haunts today's owners... Charger won Wheels magazine's Car of the Year award

for 1971 and was widely acclaimed by others of the motoring press, as well as the public. Then in 1972 the E38 was superseded by the more powerful and greatly refined 4-speed E-49 Charger. This drew comments from Wheels such as "The raw quivering power is instantaneously on tap and with a ratio for every conceivable situation the Charger just storms through. It would take a Ferrari Daytona with racing driver Jackie Ickx at the wheel to stay with one". All E-49's came with the "TrackPack", and 21 also had the huge fuel tank in the option list which took up nearly all available boot space.

The E49 "six-pack" engine came with a baffled sump, tuned length headers, special shot-peened crankshaft, conrods, pistons, rings, cam, valve springs, a twin plate clutch and of course the triple 45mm dual throat Weber carburetors. Chrysler quoted this engine as producing 302 HP which, in a 1372 KG (3000 pound) car, made for rapid acceleration. The E49 was the ultimate Charger, with only 149 built the E49s are still widely considered today as one of the greatest Muscle Cars ever produced.

Road tests of the era recorded quarter mile times of between 14.1 and 14.5 seconds. 0-100 mph (160 kph) in 14.1 seconds was the norm. This compares to times of between 15.2 and 15.6 for the next quickest accelerating Australian muscle car, the XY GTHO Falcon.

Although the 6 Pack Chargers were the dominant players in the VH Range, there was another Charger, the 275 bhp, 340ci V8 powered E55, that came close. With only 125 units produced, this makes the E55 an extremely rare car. The E55 could reach 60mph/100kph in 7.2 seconds and complete the quarter mile in 15.5 seconds - all topped off by a top speed of 122mph!

Overall, Chrysler Australia manufactured 67,800 VH Valiant cars. In 2011, the Chrysler Car Club of South Australia commemorated forty years since the inception of one of the most popular and prolific Australian cars ever produced. And what a weekend of celebrations it was!



Best Modified of Show
Chris MacLagan



Best Restored Of Show
Best Displayed Vehicle
Paul Ryan



Best E Body
Angelo Stabelos



Best Charger
Rob & Julie Rawlins



Best VE-VG 2-Door
Simon Smith



mopar mega cruise

SATURDAY NIGHT MASS IN THE HOLY CITY

I AM LEGEND

Arguably older than All Chrysler Day itself, the traditional Mopar MegaCruise has become an institution, known all around the country as probably the most famous all Chrysler drive in Australia.

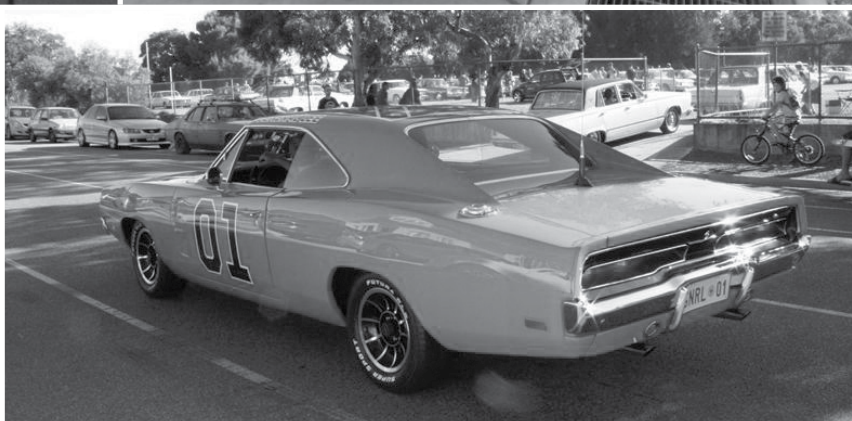
This year's meet drew just under two hundred and forty cars, incident-free, with many arriving early to see the end of the trophy judging and indulge in the barbie. As usual, the convoy

departed from the Lockleys Primary School oval without a hitch - on a route that set off through the city for a magnificent street parade as the sun set, before heading up to Upper Sturt through some beautiful views of the hills.

The cruise then wound its way down to Aberfoyle Hub for the halfway point, with many of the cars still there in the carparks, before setting off back towards the city along the Southern

Expressway where the participants enjoyed a lot of side-by-side eye candy and multi-laning. The convoy then hooked down Marion Road before finally finishing at the Target Shopping Centre at Fulham Gardens.

Many thanks to **Iain Carlin** and **Damian Tripodi** for organising yet again another successful cruise and well done to all those who attended. The perfect precursor to the big Sunday show.



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Just ask Leo Geoghegan.



LEO GEOGHEGAN

Retired Australian racing driver and Mopar legend Leo Geoghegan was a special guest of the CCCSA at this year's All Chrysler Day. He signed a lot of posters and engine bays on the day.

Geoghegan is the elder of two sons of New South Wales car dealer Tom Geoghegan, who went on to become two of the most dominant names in Australian motor racing in the 1960s. While his brother Ian Geoghegan had much of his success with Ford in touring car racing, Leo Geoghegan spent much of his racing career in open wheel racing cars and sports racing cars. In addition to being a multi-Australian championship winning driver, Geoghegan has the rare distinction for an Australian of having won an international grand prix, specifically the 1969 Grand Prix of Japan. Leo also won the 1974 Australian Formula 2 Championship in his Birrana 274.

Other career highlights included victories in the following:

- 1960 Australian GT Championship
- 1962 Bathurst Six Hour Classic
- 1963 Australian Formula Junior Championship
- 1968 Surfers Paradise 6 Hour
- 1970 Australian Drivers' Championship
- 1973 Australian Formula 2 Championship
- 1974 Australian Formula 2 Championship



Geoghegan is best known to us however as the principal driver for Chrysler Australia during the period (1970–1972) when the company supported Valiant Pacer and Valiant Charger Series Production touring car teams. CAL recruited the services of Leo to assist in the development of the Charger as a touring car racer - and hence take its hold upon the “supercar” market. The VH Charger was raced in Australia in an official capacity during 1971 and 1972, with most effort concentrated upon the annual Bathurst 500 race. In the 1972 Hardie-Ferodo 500 at Bathurst, a VH Charger R/T E49 driven by Doug Chivas finished the race third outright.

Sadly, Charger supercars virtually were to start and end with the R/T E37 and R/T E38 in the VH range and the E48, E49 and E55 configurations in the VJ. With the furore that erupted politically in 1972 regarding ‘supercars for the streets’, Australian touring car regulations changed in 1973 such that manufacturers no longer had to produce strict street versions of their racing cars. This effectively ended the dream of an Aussie musclecar (or ‘supercar’ as we called it here) and such rule changes ultimately led to Chrysler and then Ford abandoning official racing touring car programs in Australia. In New Zealand however, where the touring car rules were less open, the Charger proved to be virtually unbeatable from 1971 right up until 1979 at the famous B&H 500 mile (later 1000 km) series held at Pukekohe Park Raceway. The most successful kiwi drivers were Leo Leonard and Jim Little.

Today Leo is an enthusiastic supporter of historic motor racing and an icon to the aussie Mopar community. We thank him for his long-time support of the CCCSA and for appearing exclusively at All Chrysler Day SA 2011.





Best C Body / Full Size
Rob & Louise Van Eck



Best Engine Bay
Chris Maclagan



Best Competition Vehicle
Tony Moularas



Best VE-VG 4-Door
Iain Carlin



Best Classic 4 Cylinder
Ross Fleming



BEST SPOTLIGHT ON VH/CH
Pas Napolitano





Best Pacer
Jim Tokas



Best Club Car
Jeanette Martin

Best RV / SV Valiant
Don Feast



Best RT / 6-pack
Peter Silver

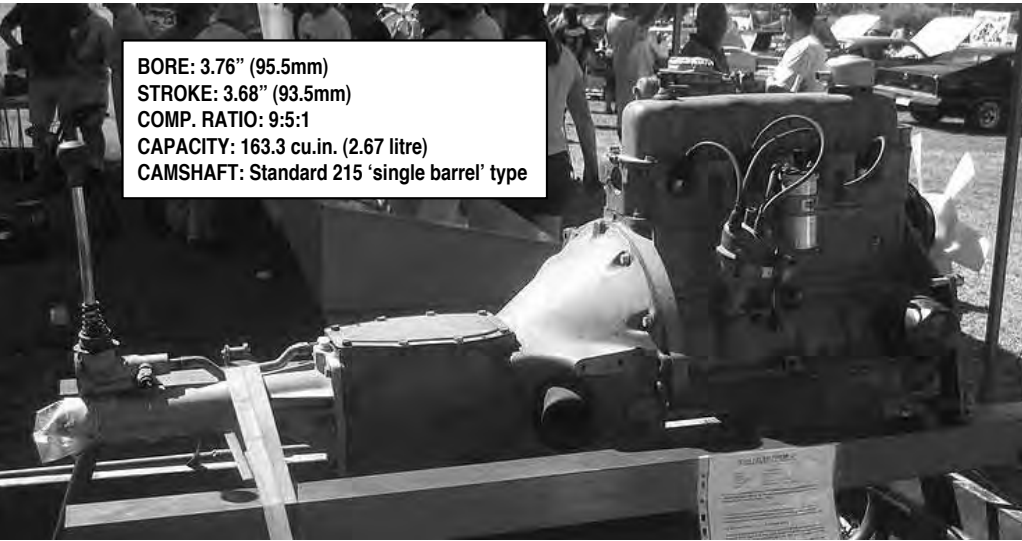




the hemi four

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CAPACITY: 163.3 cu.in. (2.67 litre)
CAMSHAFT: Standard 215 'single barrel' type



One of the highlights of this year's All Chrysler Day this year was the experimental motor that never was to be, the Hemi Four, brought along by former CAL engineer Roger Carroll. An unofficial prototype built in 1976 by Roger himself and Mike Frank - along with other enthusiastic employees - in the Engine Development workshop of the Lonsdale engine plant - unbeknown to CAL, it was the only Hemi four cylinder motor ever built.

Built entirely "in secret" (and all in the employees' own time), the project was an exercise to demonstrate that an all-Australian four could easily be produced using the existing eight cylinder manufacturing facility, but also just to prove it could be done! It was originally based on the 215 cu.in. bore of 3.52" (89.4mm) which gave it capacity of 143.3cu.in (2.35 litre) but it scuffed a bore during some initial shakedown on the dyno, so it was re-bored out to the "245" size it is today (ie: a 3.76" bore). Even without any fine tuning, its power-to-weight ratio was easily better than the Chrysler France four cylinder 2.0 litre engines being fitted into the Centura of the day.

As Roger recalled,

"We were convinced we were on a winner, as a worthy replacement. Just for the fun of its we also did a "4-PACK" version with the 2 Weber carbies, and a 4-into-one extractor. Even with a standard cam and no development, It still produced a healthy 146 BHP (108KW)! Who knows what it could have produced with the E49 sixpack cam or similar? Mike then adapted some balance shafts - like those used in the Lanchester and Mitsubishi Astron engines - into a cage attached under the main bearing car (that's why there is a funny square bulge under the front of the sump) but the bearings weren't up to it and they failed on the next dyno run."

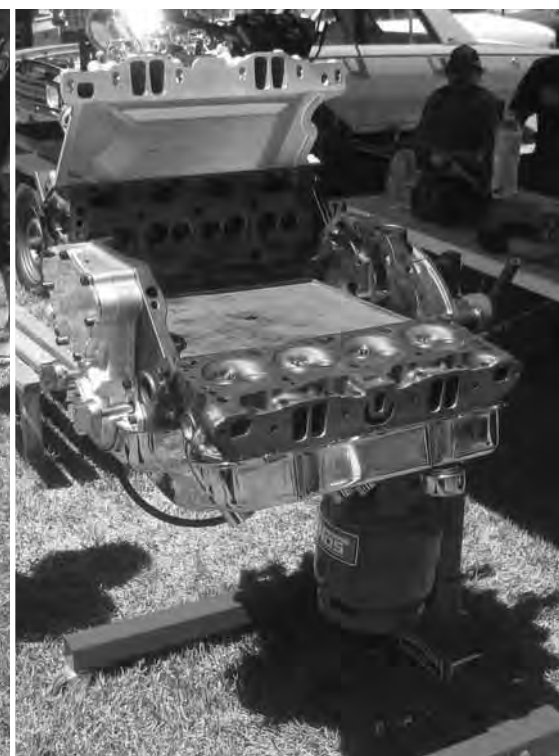
"We planned to repair it and fit it into an old 4 cylinder Centura for some on-road development, but we got found out and the whole thing got grounded (head-counting was in full-swing at the time). It eventually ended up in the Birdwood Mill Museum until I was proud to acquire it back, so I intend to finish what we started thirty odd years ago and fit it into a Centura. Sadly, Mike passed away last year, so we will all miss him at its unveiling. Another Chrysler enthusiast from NSW has very generously donated a very good Centura to the cause, so the project continues."

Ultimately, Roger's aim is to one day drive the Hemi 4 Centura all the way to Chryslers On The Murray. We'll all look forward to seeing that!

One has to wonder what the outcome of this Hemi Four experiment might've been. If it might've been a commercial success had CAL possessed the foresight, and indeed whether the company had survived another decade. For more information call Roger on 0408 804 795. Thanks Roger for bringing this amazing piece of history along.

And while we're on the subject of creative motor engineering, how about this for a barbeque? This definitely could be a commercial success!

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Ben Roper



Best A Body
Brian Miles



Best VJ-CM 4 Door
Chris Briscoe



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Peter 0427 717 315

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Steve Tabaka 0412 802 948

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set 5 Cragar SS 15x8 multistud - \$700

Herman 0412 108

2 x 318 Long motor - \$600 each

1 x CM workshop manual - \$100

1x AP5 workshop manual, exc. condition - \$70

1 x wide ratio 4 speed suit Reco - \$250

1 x hemi 4 speed bell housing - \$120

1 set of 4 6.5 x 14 sportsrims - \$250

1 set of 5 6x14 sportsrims, caps and trims - \$200

1 set of 5 hot wires suit VH-CM - \$200

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Andrew 0439 858 949

383 motor

Mick 0427249070

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venetian blinds) was at last meeting offering
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May:

10th: Chrysler Car Club Meeting 7.30pm (Model T Clubrooms)

15th May Copper Coast Cavalcade of Cars – Wallaroo to Kadina

June:

10th: Chrysler Car Club Meeting 7.30pm (Model T clubrooms)

12th: Mid-State Mopars Show Bendigo VIC

July:

10th: Chrysler Car Club Historic Inspection Day 9.30am- 4.00pm.
At club rooms BBQ provided.

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

October:

1 Oct: Last of the Chrome Bumpers – other side of Melbourne

1 Oct: Karoonda Centenary

DUE TO EXTRAORDINARY MITIGATING CIRCUMSTANCES
JASON ROWLEY WAS UNABLE TO PROVIDE A COMPLETE
EVENT CALENDAR. THE CCCSA APOLOGISES FOR ANY INCONVENIENCE
AND SUGGEST THAT YOU PHONE THE CLUB ON 0412 426 360
FOR ANY INFO.

IT IS MORE THAN LIKELY THAT JASON WILL NOT BE ABLE TO FULFIL
HIS DUTIES FOR A WHILE. AT THE NEXT (JUNE) MEETING, AN INTERIM
ARRANGEMENT WILL BE NEGOTIATED AND IMPLEMENTED WHILE
HE REGAINS HIS HEALTH. THE CCCSA BEGS YOUR PATIENCE AND
UNDERSTANDING WITH THIS.

If you know of an event not mentioned here contact
Hugh at huanddi@bigpond.com



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HEY PIG! HOW'S IT LOOKIN' FOR THE **STREET COMP** JUDGING?

NOT GOOD, LENNY. THE COMPETITION'S **FIERCE...**



...AND TO TOP IT OFF, TRUDIE'S **SCARIN' AWAY** ALL THE PUNTERS!

RACK OFF, DORK FACE!



YEAH, WELL WITH THIS **COLD CHANGE**, EVERY OTHER **CHICK** IS LEAVIN' THEIR TOP ON TOO. WHAT A **DRAG!**

OH **STRENGTH**, HERE COMES ONE OF THE **JUDGES!**



HI THERE, **BEAUTIFUL!**

DROP DEAD

GROAN!!!



GAAAR! THAT'S DONE IT, I'M **FINISHED!** MAY AS WELL LISTEN TO THE **CRICKET...**



KLIK!

ANTENNA



GOOD ON YA, LUV!

YAY!

YER HEADLIGHTS ARE ON, DARLIN! ABOUT TIME!



WELL PIG, IF YOU DON'T WIN THE **STREET COMP...**

...I RECKON YOU GOT A **GREAT SHOT** AT THE **PEOPLE'S CHOICE!**



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