



Torqueback

OFFICIAL MAGAZINE OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



ALL CHRYSLER DAY 2016



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Tayla Jade
Anthony Cope
Jade O'Donohue
Andrew Clark

Contributors

Iain Carlin
Damian Tripodi
Alan Smart
Kelly Milton
Lesley Little
Jason Rowley

Enquiries

Club Mobile

0412 426 360

www.cccsa.net.au

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CHRYSLER CAR CLUB OF SOUTH AUSTRALIA INC

Torqueback

MARCH - JULY 2016



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
(directly opposite Officeworks)
Port Road
Croydon

Membership Fees

Regular - \$40.00 per year (& quarterly magazine)

Historic Registration - \$50 per year (& quarterly magazine)



G'day. Welcome to Issue 26 of the 'new' **Torqueback**, the annual **All Chrysler Day** pictorial Special – for 2016. An official momento of our annual show n'shine. So much went on this year and we have so many sponsors now – that I had to upscale the production to a new jumbo-size 56 pages to fit it all in! And surprise! Yes, it's in colour too!

This full colour issue is actually a bit of an experiment – to see how the membership might receive yet another evolution of our magazine. The committee decided to keep it quiet and let me spring it on you all – as the costs are greater which we'll have to arbitrate on at meeting, but I'm hoping that you'll all vote with your feet on this – and maybe give me the nod to carry on with it. I have a feeling you will.

Our club magazine has certainly come a long, long way, since those original newsletters which were produced in Word and Publisher (eek), photocopied as single-leafs to be then stapled together and folded, hey.

And so has the CCCSA. And with it All Chrysler Day. This year was our twenty-sixth edition of the event, themed "Sweet As" falling upon Easter.

And yes Easter was another experiment which probably didn't really work, but I'll let other people debate this. What's interesting is that while our local participation dropped off a little, we did have more interstate visitors this year yet again.

Each year we are presented with different challenges and opportunities, and each year the club and event has to evolve. Every member needs to think about why they're in the club and exactly what **ACD** means

to them. And we all have to pitch in with actions, not just opinions, if we see a direction it should be going.

Don't bitch and moan. Or whinge and grumble away off to one side. Have your say. Step up to the plate.

On a personal note, the weekend was a huge buzz for me. My first solo exhibition in the thirty-odd years (blimey) I've been an illustrator and cartoonist was (thankfully) a grand success. I was massively hungover on Good Friday but I felt like a "real artist" again. So I'd like to thank everyone who came along to my exhibition closing-party for **Bear Metal: Cars N' Comix** on the Thursday night at the **Tonsley Hotel**.

In particular I'd like to thank some special folks who were integral to it all. My partner **Mandy Walsh** and her brother **Scott** for their awesome support and helping me out behind the scenes. My friends **Kate Pulford** for curating the show, and **Jade O'Donohue** for acting as hostess – these ladies inspired me and urged me to keep going during this adventure. My patron **Sue Czuchwicki** – who without her the show probably may not have even happened – thanks for believing in me. I'd also like to acknowledge the **Tonsley Hotel** for being such gracious and accommodating hosts – in particular my hero **Bernie** and the manager **Michael** (good bloke). Make sure you get along to the **Chrysler Bar**. Finally I'd like to shout out to the **All Chrysler Day subcommittee** led by **Jason Rowley**, as well as the **CCCSA executive** led by **Iain Carlin**. When I came up with the idea to splice a **Fringe** art exhibition into the All Chrysler Day weekend's festivities, as bizarre as it probably sounded, the club and the membership totally embraced it. So thank you everybody.

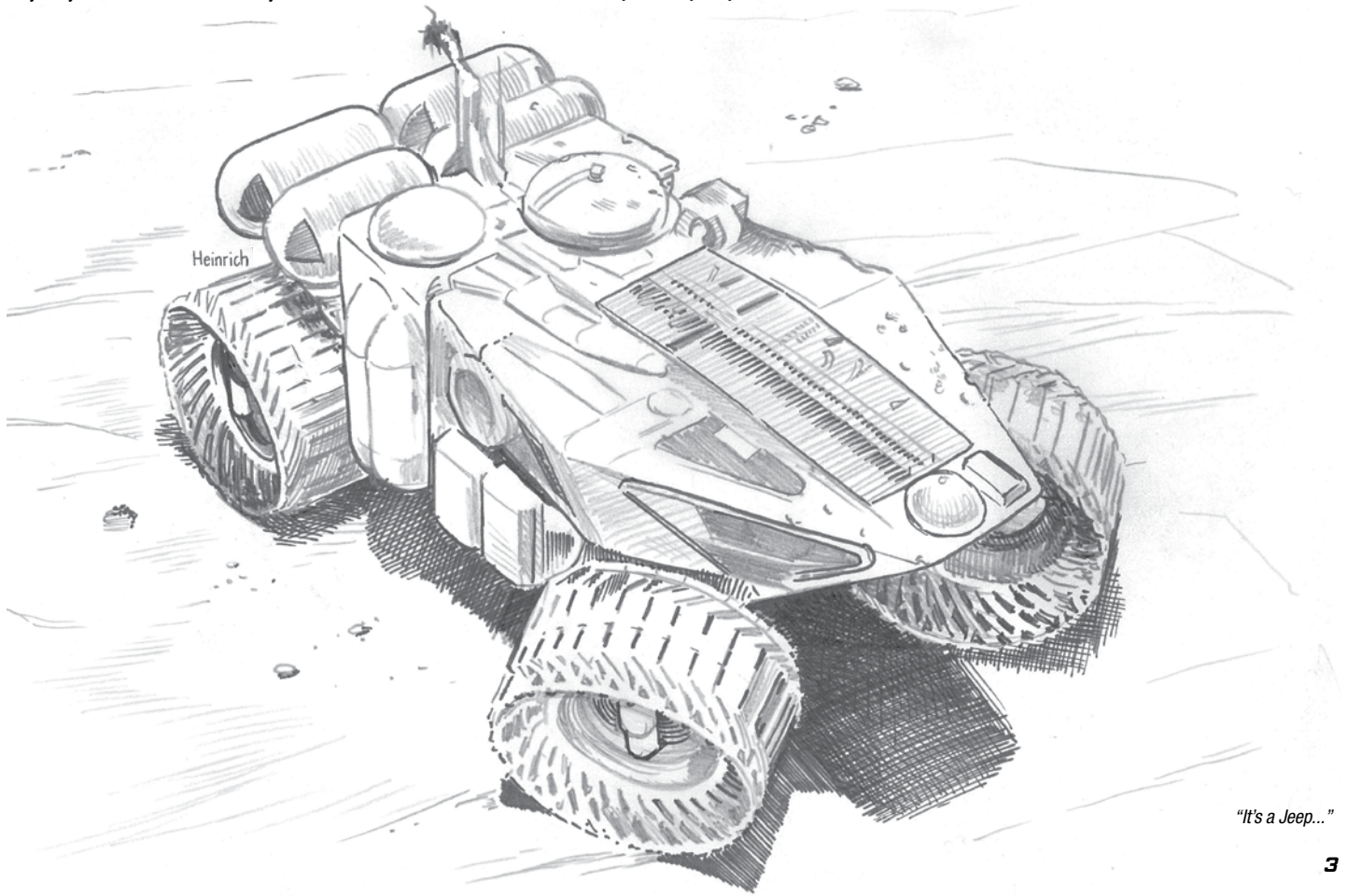


Right, enough about me.

So here in your hands you hold a souvenir of All Chrysler Day 2016. This magazine wouldn't be possible without the outstanding contributions of an army of photographers and writers (too numerous to mention here, but you'll see their names in the credits opposite). Thankyou so much to each and every one of you. Some of the snappers are generous professionals so take some time to google their names and check out their work. Who knows. They might even have a beautiful shot of your own ride, which you could help them out with by purchasing. Because there aint nothing like an original by the artist themselves. Real art.

Just like all those amazing vehicles at **Sweet As**. Enjoy the eye candy.

Cheers,
Dave H



"It's a Jeep..."



G'day all,

I'm titling this column, motor-vation. Two reasons for that. In deciding to hold **All Chrysler Day 2016** over Easter, we had two motor-vations (I'm going to stop doing that now before it drives you and me mad). Firstly, we wanted to keep **ACD** on the last weekend in March - that happened to be Easter this year. Second, we wanted to know if Easter was a good time to hold a car show and what would happen if we did.

Those that attended had a good time, I believe we put on a great show, just as we always do. It's become a massive weekend of Mopar related

activities and I for one appreciated the rest on Easter Monday (when, incidentally, I'm composing this article). But the reality is, the numbers were down and if success is measured in numbers, then Easter probably isn't the time to hold our show. Still that won't be a problem again till 2024 so plenty of time to consider our options before then.

That said, I'd like to thank the motivated team on the **ACD sub-committee**, ably led by the tireless and very motivated **Jason Rowley**. Brilliant work guys, a fine team to be involved with.

I'm now going to get a bit spiritual on ya. Ask yourself this, what is your motivation for being a member of this club? I say that, because some recent events have caused me to consider that question from a personal and wider perspective. Are you rightly motivated as a member of this club?

You may or may not know that I am also President of **Little Athletics SA**. I have recently advised the Board there that I will not be seeking re-election at their **AGM**, why, because I no longer have a motive for being there. I accepted that directorship four years ago because there were things I wanted to see changed. That's happened now, and while I find myself in the "top job", it requires lots of time and commitment - and I can't for the life of me reconcile any motivation for being there. Hence, I'm moving away from it.

So what about **CCCSA**? Let me share my motives for being a member here. I'm a born volunteer, it's in my blood. My dad was chair of the school council, president of the local sports club, president of the **Chrysler Lonsdale Sports Club**. At 76 he's still volunteering as the treasurer at the residential facility they live in. My mum and sister are the same. There's work to be done and somebody has to do it, so the Carlins step up. Is it for personal gain? Nope. The time commitment far outweighs anything tangible that I've received in return.

No, for me, it's a sense of duty to give something back. I've met some great people in this club and made some good friends. I've been helped with information, parts, time and knowledge. And I've had some really great fun in the process. I hope I have and continue to give the same in return (and that I've passed that gene on to my kids too - looking good so far).

So, ask yourself the same question, what is your motivation as a member of **CCCSA**?

Is it simply to get cheap registration? Is it solely to promote your business or service? Is your motivation consistent with the friendly, sharing nature of this club? Do you contribute or are your motivations purely self-interested?

Are YOU rightly motivated as a member of this club?

- Iain

Nascar style in Petty Blue to match Nascar specs
- makes for great street muscle.



adrian brien automotive

PRINCIPLE SPONSOR OF THE CHRYSLER CAR CLUB OF SOUTH AUSTRALIA



Hi everyone.

Hard to believe; isn't it. The year's half over but somehow it still feels like it only just started. Or maybe I'm getting old and time's moving faster than I am. Nah... that can't be right.

But enough of that; how's your year been so far? Mopar wise, that is. Mine started off badly enough with the *VIP* losing its exhaust and rear braking system – becoming undrivable in the process. But, thanks to **Hastwell Auto Repairs**, she emerged from their workshop better than she's been in years. So much better in fact, that I drove her for the next two weeks in midsummer blast furnace temperatures and with no air conditioning. I didn't care, it was so nice to drive that I didn't want to put her away and get into something practical and boring.

Having said that and for various reasons (See above for one), we couldn't get to as many of this year's shows that we wanted to. The *McLaren Vale Vintage and Classic* was one and up to its usual standard (more on that in the next issue of *Torqueback*) and there have been inter and combined club cruises that **Damian** has been doing a really good job of coordinating. Missing *Chryslers on the Murray* was a major regret though. **Di** (my wife) couldn't get the time off work and since we much prefer doing trips together, this year's was reluctantly passed over. Next year we'll be there for sure.

And of course there was the *All Chrysler Day*. Not our biggest, but given that it was on Easter Sunday and the start of school holidays, it went off pretty well. I understand that some of our members weren't happy about holding it when we did but there were so many events around that time that it was decided to try Easter and see what eventuated. It turned out that, although local entries were down, we had a large influx of interstate visitors who were including

us as part of their own holiday trips. Anyway, I think it will be a while before Easter is in March again so it won't be a factor in future planning. I'd also like to congratulate **Chris Hastwell** for his innovative children's' game which, for those who weren't there on the day, involved matching leads from a distributor to the correct spark clubs in the fastest time. Worth patenting, I think.

There will be more about the *2016 ACD* in other articles so I'll leave it at that as I want to bring you up to date on our involvement with historic preservation at Tonsley Park.

If you can remember previous Sales Pitches; I mentioned that myself, Chris Hastwell and **Lesley Little** have partnered with delegates from the **Chrysler Restorers Club** to liaise with officers from **Renewal SA** to arrange for displays that highlight the historic significance of Chrysler and **Mitsubishi** (yeah, I know but they were there too) – and their importance to SA's economic history.

Anyway, this is the story so far. The western boundary wall is expected to be about 200 metres long and 4 metres high, made from Coresteel and depicting a timeline consisting of laser cut images and brief descriptions of as many Chrysler models as possible, all shown in sequence; the feature being two centrally mounted depictions of the *VH Charger R/T*. There will also be a memorial garden where we hope to have the plaques that belonged to Chrysler Australia and are now currently in storage with Mitsubishi on permanent display. We all agreed that, if approved, both of these projects will be spectacular.

I was also approached by Renewal SA's principle officers with a suggestion our club should hold some events at Tonsley Park; one of which could be our *Historic Inspection Day*. It came close to happening



this year but a combination of factors, including an unexpected set of proposed fees and conditions – plus my new iPhone's screen freezing on the day the committee was having a site inspection, led to a lack of proper communication and a majority vote against the proposal; at least for this year. Fear not though, I've had several discussions with **Rachel**, Renewal SA's project manager and there is hope for the future. We'd already worked through many of the bureaucratic roadblocks before the committee's inspection so I'm confident we'll sort it all out and be holding events at **Chrysler Australia's** spiritual home very soon. Maybe we can get it happening as early as next spring when the weather will be better and the complex will be much closer to completion.

One last word before I sign off. It's good to see young people getting involved in the club, both at meetings and at events. I want to encourage more of this as they hold the key to our club continuing into the future.

Happy Moparring.

– Hugh



Bon Scott, Adelaide 1973

ALL CHRYSLER DAY WEEKEND OVERVIEW

SWEET AS!

After a very successful *All Chrysler Day SA* in 2015, the core team worked out that the 2016 event had to be pushed out to Easter by the effect of the March long weekend on the Geelong and Albury shows.

"Sweet As!" we said, "let's go for it and make it a real family event over Easter". So we planned for a 4 days of total entertainment and events for interstate visitors, with a real 'family and kids' theme for the show. So much, I could barely keep up (I must be getting old), so in case you missed it...







We kicked off the Thursday night with our now traditional **Meet and Greet** at the **Chrysler Bar**. This year was extra special, with our resident artist **Dave Heinrich**'s awesome **Bear Metal** exhibition closing party next door, an **Adelaide Fringe** event. Really different. Well done Dave's team!

We had a great run to **Tailem Town** pioneer village on Friday, perfect weather, thanks **Charles L.** for organising the run, **John** and **Matt L.** for the BBQ, and to local **Danny S.** for allowing a visit of his **Chryslers** 'awaiting restoration'. A great day for the enthusiasts.

Renowned automotive and Chrysler historian **Gavin Farmer** led the **CAL** historic sites **Bus Tour** around Adelaide on Saturday morning, and promoted the latest edition his **Hey Charger**, surely a must-have book for any Chrysler collection.

The **Mopar MegaCruise** on Saturday evening, still arguably Australia's largest organised all-Chrysler cruise, started with a party atmosphere thanks to a live radio broadcast by **COAST FM**, arranged by **Hugh M.** Many thanks also to **Lesley L.** for arranging the run – her first time in this role.

The great show on Sunday was held in perfect weather. Sure, the entrant and spectator numbers were down due to Easter, but we had plenty of great cars in **MoParking** and made up for overall numbers with lots of kids' activities.

This only happened because of so many ideas, input and organisation by: **Tamara** and **Corey Taylor** (new to the committee), **Chris** and **Di H.**, **Hugh M.**, **Lesley**, **Jen Lloyd**, **Lachie** and **Caleb** (new younger members), **Donna B.**, **Karen H.** and others.

Continued on page 21





CCCSA
Promoters Choice
Michael Ymmas

All Gassed Up
Entrants Choice
Tom Panousakis





Lightforce
Kids Choice
Darren Kuchel (VIC)



Willshire
Best Club Car
Jason Rowley





Hyka Technology
Sponsors Choice VE to VG
Philip Allchurch



Metro Waste Bins
Sponsors Choice VH to VK
Sharon Gibb



APR Removals
Sponsors Choice CxC
Peter Hearn



JJEM Financial Services
Sponsors Choice CL to CM
Rob McBride



ABC 4x4 & Car Dismantlers
Sponsors Choice Classic Ute/Wagon/Truck
Geoff Higgs



Concours and Custom Restorations
Sponsors Choice US Muscle
Arthur Dimitropoulos



Refined Real Estate
Sponsors Choice US Classic
Neil Ellett (VIC)



Bridgestone Select Edwardstown
Sponsors Choice Pre 1940s
John Goddard



Shannons
Sponsors Choice 1954-1961
Terry and Gayle Dunning



AMS Security
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John Skorpos



Smart Road Wreckers
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Adrian Brien
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and Electrical
Best Club Display
CRCSA

MotorActive
Best Displayed Vehicle
Evan Lloyd



Baggage Freight
Furtherest Distance
Travelled
Jason Ludbrook (WA)



Adrian Brien
Chrysler Jeep Dodge
"You don't see
that everyday"
Ian Adams (VIC)







I believe the success of each *All Chrysler Long Weekend* is now due to some major factors:

People! The core 12 of us who give up a Monday night each month, and a lot of time between, to plan. Then over 60 enthusiasts perform the event over the weekend. I won't name you all, but you do a great job! Thankyou. For a fun, family-safe display and activities – and you keep our costs down! This includes our extra volunteers from the **Chrysler Restorers** who are there on the Sunday.

Sponsors! Our much-valued contributors of goods, services and monetary assistance, keeping the event sustainable. May I encourage you readers to please support their businesses advertised in **Torqueback** where possible, and mention how you found them through the **CCCSA**!

Entrants, Exhibitors and Spectators! Many of them are loyal followers and return every year, about 50% now hear about the Show by word of mouth – so the club's challenge is to broaden the event appeal and bring in new visitors, by finding new publicity channels.

Variety! (Maybe because I get bored easily) I aim to add something different to the event every year, and have input from the team. This is going really well.

On that Sweet-As exhaust note, I'll finish by asking “*don't be shy*” in sharing your new ideas to keep **ACD 2017** fresh and ever-improving. It will just keep getting better! I guess the only thing that hopefully won't change is the date – the last weekend in March !

Keep those Mopar flags flying!

– Jason



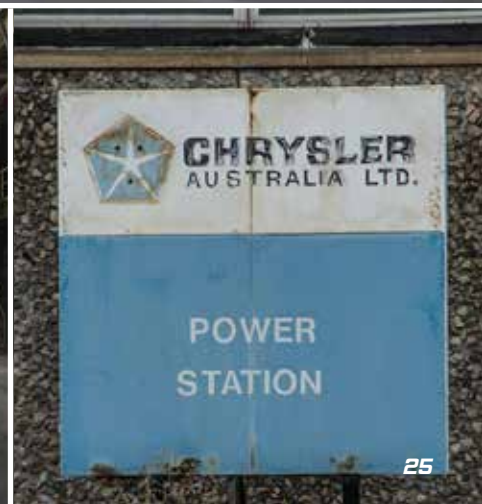


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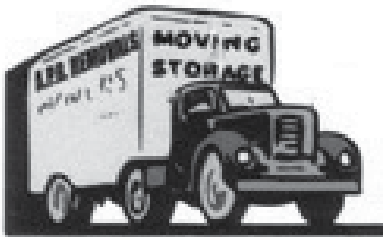


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LESLEY LITTLE

I grew up as an only child on a rural property. I was (and still am daddy's girl) this meant I went everywhere with my dad. Dad worked from home so I spent many hours with him. This being where my love for car comes from. I was taken down to **Rowley Park** every Friday night as a young girl in the seventies, also attending the opening of **Speedway City** in 1980. My first memory of other cars was when I was about six at the **Cornish Festival**. It was not what it is today. The parade started at Woolworths in Kadina and finish between Kadina and Wallaroo. I saw a yellow corvette and a white **S Series**. Well, that was the end of me; I fell in love with both at 6 years of age.

The years after that we just participated in car events with the Narc club. It was just what we did as a family. I first remember steering a White Dodge Ute, because it was an auto I could not reach the pedals. I also had a Standard 10 to drive around by the age of 12. I didn't like push bikes, so I also had a **Yamaha 100** to ride from sun up to sun down. Great years! I think I must have been a bit of a tomboy however I didn't really worry about it, It was just me. Into the teenage year I moved schools, which was in the next town. I had a big group of girl friends who read Dolly magazines, I brought one to read bit, didn't like it. I kept with **Wheels** and a motorbike mag **Chopper**.

At this stage of life – about 14, I got my FORD jacket. I was so proud to wear it, I was a **Ford** girl. **Colin Bond, Dick Johnson**. Dad was racing dirt circuit in an S Series so we spent our weekends doing that. 15 years of age, a black S Series was up for sale in the local paper, Dad showed me the ad, jumping up and down with excitement we set off to see it. Well that was the start of my **Mopar** life. She was \$1200 with three wrecks; I was the proud owner of an S Series in 1987. Dad sat on a milk crate to drive it up on the car trailer. By now I had my first job, so I started payments on first car off. I was fourth owner; the first was **Mr Measday** in Bute who had the dealer ship. He pranged my baby. The second was a family in Bute who drove it on a family holiday around Australia, in creek beds dirt roads etc. She's not often dirty since I've had her. After this, it was sold to **Mr Laidlaw** in Kadina whom I brought it from. She was a little bit worse for wear.

I couldn't wait to drive, I got my Ls in September and by December that same year I had my Ps. I got to drive a Ford XB 2door coupe and a **Valiant Ranger** while my car was being brought back to life. It was such an exciting time. I hope to go through this process with another car one day. Around this time I applied

with the **MTA**, I badly wanted to spray paint cars and later custom. I flunked the test, I was so deflated I didn't go back. I have regretted this decision my whole life.

The Val was first registered in my name December 1988. The historic plates were offered to purchase and stay with the car for two hundred dollars, which I chose to do. This now begins my life with car clubs. I joined **NARC** when I was 16 years old and still am a member to this day. Still participating in a few of events with them each year. The other second cars I've owned over the years are 1976 **Subaru** wagon, **Chrysler** SE sedan, a 1989 VN **Commodore Calais**, and a 2001 WH **Statesman**.

Over the years I have had the honour of driving the Valiant in six weddings, including my own, I wouldn't have had anything else. My children have grown up in the car, from the baby capsule to teenagers; it's just part of our lives, although they haven't driven it yet.

In December 2011 after months of encouraging my friend **Damien Tripodi** talked me into joining the **Chrysler Car Club**, I haven't looked back. My black baby and myself have done many things with the club. Lunch at Swan Hill, **Classic Adelaide**, to historic racing days just to name a few things. I have just spent the last year on the **All Chrysler Day committee** and thoroughly loved it. I am also a part of the **Historic Chrysler committee**, who work together with **Renewal SA** at Tonsley. I will be proud to say to my grandchildren I contributed to the ideas of artwork with will be placed at Tonsley on the massive steel wall. We are also hoping to have a plaque from the **Chryslers Restorers** and **Chrysler Car Club of South Australia** erected at the site. Another one of my goals was to organise a photo-shoot at one of the old Chrysler sites here in Adelaide, which I just did in March 2016.

In December (must be something about December) I joined my third car club. Between three car clubs and other car racing events I am kept busy and happy.

That's me, Lesley. I'll never sell my car, she has grown up with me. It will be at my funeral to say good bye to me I hope.

That's Mopar Love.

Lesley Little

www.littlegemphotography.com.au



Lesley Little





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Reunited after 30 years apart



PRIDE AND JOY: Jennifer and Evan Lloyd sent in these photos of their beloved Chrysler Charger, above as newlyweds in 1979 and, left, the couple today.

THE car that was bought by my wife and I as newlyweds in 1979 was sold in 1984.

I saw the same car (same registration) advertised in 2014, bought it back and as a retirement project restored it to factory mint condition.

The car is a Chrysler Charger, which are now classified as Australian motoring icons and revered amongst the classic car collectors.

My wife and I bought it near new as an ex Chrysler-executive vehicle in 1979, from Australian Motors, soon after we were married.

At the time, the salesman advised never sell the car as it will become an icon of Australian motoring history. How right the salesman was!

However, I sold it in 1984 upon the arrival of our first child Karyn. In those days there was nothing about restraining babies but it just became too difficult placing a bassinet on the rear seat of a coupe.

I always regretted the sale. As it happened, I saw the car, same registration, etc, advertised some 30 years later in 2014 and repurchased it.

The car was intact but badly worn and showing its age. I was advised it had been in a garage for many years.

At that time I was on the cusp of leaving the workforce as a senior project manager in the public sector.

It was an ideal project to manage its restoration back to factory specification. That is to the same condition as when we purchased the car in 1979.

During the path of restoration many contractors have asked about the dents underneath the car on the cabin welding seams.

These dents occurred many years ago when my wife got the car stuck on a tree stump concealed by grass. A council worker had to assist to shift the car off the stump. These dents have been preserved as part of the social history of the car.

Evan Lloyd
Hallett Cove

EASTER THURSDAY

David Heinrich is an immensely incredible illustrator, author, artist and individual. A lot of folks may not know that his person is internationally acclaimed – in terms of the artistic profile he has established, and having been published in: *Mad* magazine, *Penthouse*, *Decay* etc. etc.

In some ways, it is a bit of a tragedy he is hidden away in South Australia. But in other ways, the world could not enjoy his work if he was sitting, homeless, on a street in Detroit, watching Mopars drive past.

I had the pleasure of studying with **Ursis** at art school at the **University of SA** in the late 80's. An incredibly cheeky and honest character, David is one of those rare people who is a totally committed artist, intuitive and inspirational to others. And yes, he rose above 'the forest of wankers' we studied with.

His recent solo show *Bare Metal*, shown in Adelaide, was a small slice of basically how famous this guy is. In an era of tacky social media, David's work holds a stoic presence and calibre of artistic integrity and longevity, only attributed to an artist who has 'held their weight' internationally.

Bare Metal gave his audience a taste – a tempter and insight – into the main vein of Heinrich's practice: his amazing drawing ability.

El Dios Jaguar (2010) blew me away. It is an epic and incredibly powerful image, characteristic of David's immense respect for and interpretation of Classical Renaissance compositions. It is fresh, free and yet, foreboding. Danger is set in the foreground of tranquil, patterned calm.

Sexy metal and sexy bodies entwined in incredible atmospheres are another of his specialties. His imagination is huge and has never been hindered by 'day to day' mundanity.

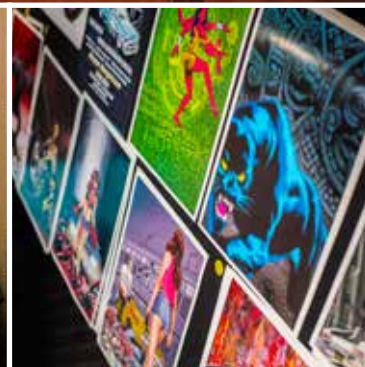
Six Gun Cindy (2015) is typical of Heinrich's ability to combine multiple sexual triggers within an amazing landscape: fast-moving females, high tensile machines, both armed, with 'stormy times acoming'. All with lots of innuendo.

Brother Wolf, Sister Moon (2015, unpublished) and *Speed Demon* (2010) – a predecessor to this work, speak inadvertently of David's addiction to freedom. Both embrace universal symbols related to unrestricted movement and connect with any person on earth: bloke, girl or child, who has considered the ease of a bike over perceived constrictions, or....

Anyway, anyone out there who does not invest in (at least) one piece of David's artworks is either a cheapskate or a complete dickwit.

– Kelly Milton







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ALBURY ROAD TRIP: MARCH 17 - 22

I've lost my virginity. Yes, my *Chryslers on the Murray* cherry has been popped and it didn't hurt a bit.

Where do I start with my road trip story? It begins at Tailem Bend where **Kim** and I met up with **Chris** and **Di Hastwell**, **Rob** and **Jenny McBride**, **John** and **Naomi Chambers**, **Jason Rowley** and **Stuart Croser**. I felt like a kid a Christmas and the Jaffa wagon had a new lease of life with refurbished brakes, suspension, head and working aircon.

Five **Chryslers** took off on the trip through the Murray Mallee across to Albury. First stop Penola, where the locals at the **John Deere** workshop came out to take pictures of the vehicles that were once sold on their premises when it was the local Chrysler dealer. Then on to Swan Hill for an overnight stop. (I'd mention that **John** and **Matt Leech** met us there but they were in some brand-X junk so the less said...). Next day after a magnificent cooked breakfast it was on the road to Albury.

Saturday was registration and judging day at the show itself. It's huge. There were Chrysler as far as the eye could see. And so many people made the trip over from Adelaide, I didn't have time to look at any cars, I was too busy chatting to folks. Saturday arvo was the cruise out to the **Ettamogah Pub**, where 250 **Chargers** were arranged in the paddock next door for a photo shoot. If that isn't enough to stir a Chrysler fanatic's loins, I don't know what does.

We were lucky enough to have **Gavin Farmer** staying at the same caravan park as us and we had a great couple of social nights under the park verandah hearing Gavin's great stories of Chrysler (and other) history.

Sunday was the show itself and there were 730 cars on the oval. Just brilliant. I even met the previous owner of Jaffa who told me some of its history and subsequently sent me some photos. There was a large swap site with prices ranging from reasonable to just plain ridiculous (\$400 for a NOS top radiator hose for a 265 anyone?!).

By the time I got looking at cars people had started to leave so I think I only saw about half that were there.

It's a very well organised event and having the local fire services as volunteers certainly makes their job easier.

Monday and Tuesday saw us heading back to Adelaide, joined by **Damian** and **Ingrid** in the Charger. We stopped overnight in Tooleybuc (where the f*** is Tooleybuc?) where we met **Casey** and **her sister** who had just picked up her VG *Pacer* from storage in Sydney and were driving it back to Adelaide. We even convinced her to join the club!

Only small glitch was John's Charger splitting the oil pump half way between Ouyen and Pinaroo, where we spent a couple of hours in the heat and flies at the side of the road waiting for a tow truck to get him home (plug for **RAA Premium Plus** – the car was towed all the way back to Port Adelaide that day and to the mechanic the next morning).

All in all, it was a great weekend, great drive, great show, great folks to be with. I can't wait to do it again.

– Iain





THE BEST CONCOURSE IN THE WORLD

The **Detroit Autorama** is an annual indoor car show held each year in early March, in its 64th year this year. It is now most famous for the **Ridler Award**, widely accepted as the highest achievable award for custom car building in the world.

This year a good friend of mine **Chris Bitmead**, sent his '76 XB Falcon coupe – the **Xboss**, over to compete. That's no easy thing to do, a 14000km round trip! And one of the rules with the Ridler is the car must debut at the show – so not just a show debut, but it can't even have been seen in social media either... imagine building a car for eight years and not being able to even show it on social media? So a few of us from Perth decided that this was a once in a lifetime shot to see the show, where somebody we know is having a go. So myself and good friend **Geoff Black** were Chris' travelling companions.

Anyways, the Ridler Award began with a field of 56 possible cars, narrowed down to 28 to be fully judged, before they pick the **Great 8**. Chris managed to qualify for this which is a huge achievement, as this is the sort of realm that **Chip Foosse** usually aims for. In the end the winner was a '39 **Oldsmobile**, but Chris picked up the **Promoters Choice** – and was told he only just barely missed out of winning.

Of course the show isn't all about the Ridler, there was over 800 cars on display. 600 on the upper main floor and 200 in the basement called "Extreme" – which is the more traditional style hot rods and customs. There is something for everybody; hot rods, street rods, customs, 1950's cruisers, muscle cars etc.

I was very surprised to see so many 'concourse' resto cars....and of course there were plenty of **Mopars**. And as this is a Mopar based publication, lets get into that area...

You will be pleased to know I am a bit of a Mopar guy, I've had a 440 **Dodge Challenger**, a '70 **Roadrunner**, '65 **Satellite**, '34 **Plymouth** sedan – and I am currently building a '33 **Plymouth** next with a 440 and an 833 4-speed. So there were quite a lot of concourse Mopars to inspire me, lots of B-body stuff with Hemis and 440 6-packs. The **Trepanier** built '65 **Belvedere** with the twin turbo 526 was my favourite – those turbos mounted under the rear! The AAR clone with the huge supercharger and wheel tubs – but using **OEM** style steel wheels – was also very cool.

The Mopar presence at the show was pretty high, more than you would normally see at a show in Australia. Lots of B-bodies and E-bodies, a few '30-40's Mopar-based hot rods and some 1960's stuff too...even a very cool '64 **Valiant** coupe race car.

If you are ever thinking of heading to Detroit, make sure you take warm clothing (it was -2° when we arrived and snowing) and book accommodation through the Autorama website as it was a lot cheaper then even **expedia**.

Well, I hope you enjoy the pics – and check out my own business' website www.armadaleautoparts.com.au

– Alan Smart





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NOVEMBER 8, 2015

A nice little run this, supporting the **Little Heroes Foundation** and organised by **Shaun Micallef's** sister **Tracee**. We met at Castle Plaza early Sunday morning for a drive down South Road ending up at **Serafino's Winery** for a picnic by the lake.

Gotta say the organisation at Serafino's could be better. The classic cars were all parked out in the paddock while the picnic was by the lake, next to all the daily drivers in the car park! I think that probably needs to be reversed.

There was plenty of food and entertainment from various bands and the one and only Shaun himself amusing the crowd. I even won a nice little dancing dress in the raffle (it was either that or Zumba lessons!). A very relaxing day out on the lawns.

– Iain Carlin



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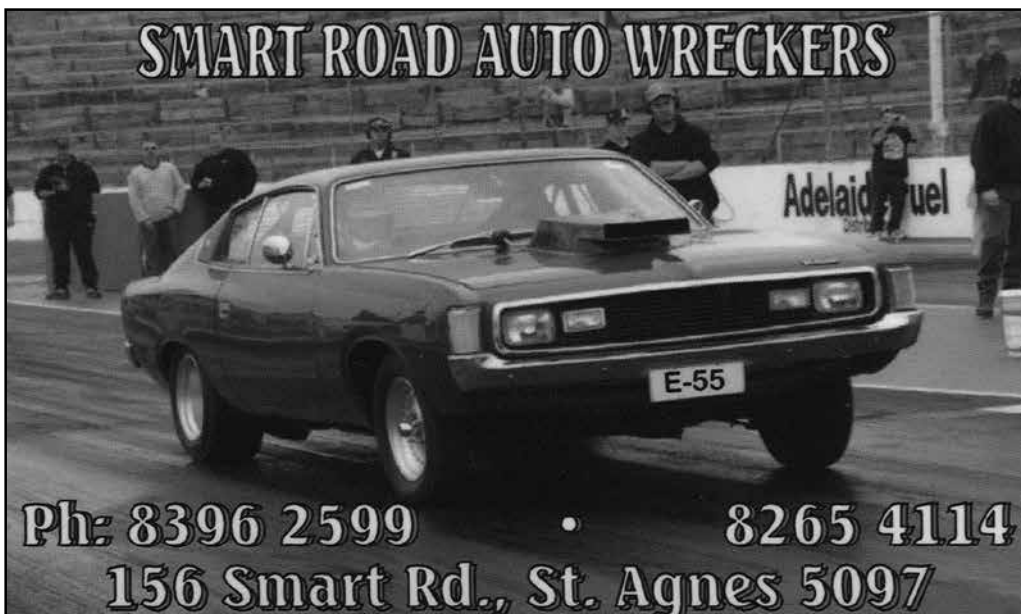
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CRUISE WITH THE PONTIAC CLUB

TAILEM BEND, JANUARY

The Chrysler Car Club and Pontiac Cruise

This cruise has been a long time in the making as I just happened to go to a **Pontiac Club** meeting with **Ingrid** one evening. I couldn't help myself but ask if they would be interested in a combined cruise with us. The initial reaction wasn't promising but I dug the heels in and decided to agree to join in on one of their pre-planned cruises.

So we all met at Victoria Park on a beautiful Sunday morning. A fantastic turn out from our members with a variety of models and the guys from the Pontiac Club came out with their rides as well. Mainly **Firebirds** and Ingrid who would have loved to have hers on the cruise ended up having to work.

We do what we must do to live but I'm sure we will cruise with them again. The cruise was a straight run up the freeway to Tailem Bend and lunch at the **Riverview Hotel**. We must have caught them a little unprepared as the number of people was high as the count was around the 50 mark. A great feed with some great folks whom some of them have **Valiants** as well.

I went to another Pontiac Club meeting with Ingrid and the first question I was asked was when the next cruise is on. My response was whenever you guys plan one we will be there. I'll keep you posted.

Cheers.

– Damian



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STRATHALBYN, JANUARY 26

Since we have won the best display 2 years in a row at the event, why not go for 3?!

Unfortunately the organisers decided to do a time line of the "Big Three" – being **Chrysler** and the other two Brand Xs. It was an overcast day but the weather stayed good and the oval was just manicured to perfection. A great day to show off some cool rides and there was plenty of them.

I must admit we were the bad boys on the day – as the organisers wanted to scatter our cars out on their timeline but we declined as we wanted to stay as a club. I thought we had the better time display anyway. None the less it was and still is a really great show for a beautiful town, and a chance for our club to advertise our up and coming show soon after in the year. A big congratulations to **Peter Silver** on taking out an award for his VG *Pacer*.

Cheers.

– Damian



SUNDAY DECEMBER 27, 2015

Every Christmas for the past 13 years now, most of the good people of Adelaide have asked: "What's a 'Jaf'?" But to those in the know, the 'Jaf cruise' is the biggest event of the year.

For the uninitiated, **Jaf** is a man, **Andrew Staples**, and his event – which many of us refer to as *Jaf's Last Cruise* (although according to *Street Machine* its real, full title is *Jaf's Bored After Christmas Cruise*) has become, er, a staple on most Adelaide enthusiasts' calendar.

The cruise has grown every year thanks to word of mouth and social media, but 2015 saw things get massive still yet again. Adelaide's weather, usually windless and warm well into the wee hours, typically turns out to be perfect for cruising,

ensuring maximum attendance. Jaf's event is fairly loose; there are no entries, just the requirement to cruise something cool, but he does cooperate with SA Police and reminds cruisers that the cops will not tolerate stupid behaviour or obviously illegal vehicles.

The cruise usually not only links two large shopping centre car parks, it nigh-on fills them, with security estimating around 3500 vehicles in attendance in 2015.

Jaf's pleased – to say the least – that despite the massive numbers, usually there is no stupidity and hoonishness. But he wonders if the event hasn't outgrown itself. It'll be back next year though, whatever the format.

Extract: **Street Machine**





ONE BIG KID

So what's better after Xmas day lunch than enjoying a few bourbons while doing some drag racing with friends?

Ah, miniature drag racing, that is.

Turns out our man behind one of the nation's biggest cruises – who also happens to build Dodges, Valiants and other classy rides in real life – is actually no more immature than the rest of us gits.

Our toys just get bigger as we get older. Then again, who says we have to grow up?

Gotta admire his zest for life, hey.

And this would have to make for a great family tradition at a festive time.

For the record, the winner of the day was dad with his *GTS-R Viper*. He was also the runner up...

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– Hugh 0419 857 905

Yellow 1977 LB Lancer that is sitting at my house. Currently has a earth leak in the electrics (battery drains) and the interior needs a bit of work. Side mirror recently got clipped. Otherwise runs ok, minimal rust

– Alex (alex.britten.jones@gmail.com)

KC Centura 1977 4L Hemi 4 speed manual on floor, factory original, maintained not restored. Air con. Currently on club rego. SHZ 465 \$11,000

– Rob 0458 355 500

VC Ute, 2 sets of W55's 1x 360 Carby, 1 x NOS fuel sender for VH, 1 NOS interior light lens. 1 NOS heater tap

– Trevor 0438 540 747

VH Charger. VG 4 Door 770. AP5 Station Wagon. CL Ute (Body only). Big Block 727. VH Dodge Ute

1977 Galant, white \$1650; Dodge 245 & 318 trucks ex Murray Bridge \$3,500 each

– Mick Zerk 0427 249 070

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– Greg 0411 614 583

CARS WANTED

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– Trevor 0438 540 747

PARTS FOR SALE

New 360 40" over pistons \$350; Big Block 727 Transmission H/D Recon \$2,200

– Mick 0427 249 070

Valiant badges, NOS suit VH/VJ \$100 ono

– Hugh 0419 857 905

Re-chromed Chrysler x Chrysler front bumper \$1200 firm.

Left and right CJ front guards with trims & lower stone shield \$250 each

Top cross panel piece with big rubber seal \$150

Complete CJ grille with headlights, centre badge etc. \$400

2 x LH window regulator winders to suit full glass \$200 each

2 x RH window regulators to suit full glass \$200 each

Pair of NOS CJ front indicator lenses with housings \$250 the pair.

Side glass to suit VJ hard top doors and 1/4, 4 pieces left and right in reasonable condition \$500

Mopar big block rocker covers, new, black, still in box, never used \$200

VJ hardtop rear end caps, left and right \$500 the pair

Offset V8 brake booster VH/J suit recon \$150. Pedal to suit \$150

VJ V8 radiator with shroud \$150

Pair of VJ tail light trims, re-chromed \$200

V8 K-frame with sway bar \$250

V8 K-frame no sway bar \$200

– Gary Stokes, 0426 852 193

2 x VE front bumpers - \$100 for both

– Steve 0418 176 473

Give away – VK Passenger side front door complete but rusty. L&R CL/CM guards with fuel pacer lights (some rust but possibly useful). CL/CM front passenger door rusty but complete.

– Iain 0417 802 474

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New arrival AP6 sedan rolling body. SMS or call your parts requirements and I'll get back to you – John (Two Wells)

– John 0419 146 294

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Intermediate pump to suit VE VIP wagon

– Stuart 0421 154 067

Slant 6 exhaust manifold (standard) to suit VF

– Gary 0415 392 535

2nd hand fuel sender, Regal Steering wheel, boot light switch, wheel rims x 2, kick-down lever from carbie all to suit VC V8

– Carlo 0407 715 778

GC/GD Galant bonnet in good condition (little/no rust please).

– Iain 0417 802 474

318 Oil Breather Cap (no spout) from early 70's

– Con 0477 396 901

Charger passenger side 'A' pillar

– 0406 938 466

VC V8 badges, strips etc. Also Charger VK-CL door & 'B' pillar strips

– Peter 0417 819 451

RHF Door for VH- CM; LHR Door (Wagon) for VH-CM; Tailgate (Wagon) (VH-CM); ROH Mags; Sankey Mags; Power Steering Pump mounting bracket for 6cyl Hemi; Sports Wheel Caps

– Suzannah 0421 899 704

VH Valiant Rear Badge Lettering (V-A-L-I-A-N-T)

– John 0432 687 837

LHS Charger rear quarter 'grille'

– Steve 0418 176 473

VG Valiant windscreen wiper

– Henry 0404 208 281

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– Alana 0411 063 284

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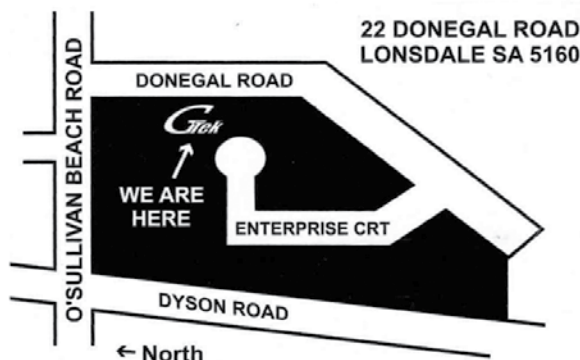
Event	Date/Time	Location
CCCSA Historic Registration Day	Sunday June 26th	Model-T Club rooms, centre of Port Road, Croydon
CCCSA July 2016 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday July 12th 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
CCCSA MidYear Dinner	Saturday July 16th	Grand Chancellor Hotel, City
Mopar Sunday <i>For info see www.moparsunday.com</i>	Saturday July 31st	Willowbank Raceway QLD
CCCSA August 2015 Monthly Meeting & 2016-2017 AGM <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly. AGM straight after the Monthly Meeting</i>	Tuesday August 9th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon
CCCSA September 2016 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday September 13th 7:30pm	Model-T Club rooms, centre of Port Road, Croydon
Mopar Nationals <i>Contact the CVCC; for info facebook.com/MoparNationals</i>	Saturday December 3rd	Heathcote Park Raceway, Bendigo VIC
CCCSA October 2015 Monthly Meeting <i>Monthly Meeting - come and join and chat to fellow Chrysler enthusiasts. Visitors welcome. Meetings are informal and friendly.</i>	Tuesday October 11th 7:30 pm	Model-T Club rooms, centre of Port Road, Croydon



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