



THE CHRYSLER COLLECTOR

**Number 263
November / December 2022**

THE CHRYSLER RESTORERS CLUB OF AUSTRALIA, SOUTH AUSTRALIA INC.

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CLUB DIRECTORY

The Chrysler Restorers Club of Australia, South Australia Inc.

Established in 1980, catering for the following vehicles:

Dodge * Plymouth * De Soto * Chrysler * Imperial * Maxwell * Fargo * Graham Brothers * Valiant

Postal Address

PO Box 667, Plympton SA 5038

Meetings

Meetings are held at the Combined Car Clubs (Triple C) Club rooms, Glandore Community Centre, Clark Avenue, Glandore at 7:45 pm on the second Wednesday of each month, except January. Entry to club rooms is through the car park. Visitors and guests are welcome. Please bring supper to share.

Subscriptions

Metro single \$35.00 - Metro family \$40.00 - Country single \$25.00 - Country family \$30.00

Club Officers

President:	Brenton Gibb, 18 Caroon Avenue, Modbury Heights 5092 ah 08 8263 2908
Vice President:	Greg Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Secretary:	Ann Lind, 56 Currawong Crescent, Modbury Heights 5092..... ah 0417 853 291
Asst. Secretary:	John Goddard, 22 Stephens Terrace, Torrensville 5031..... ah 08 8443 6311
Treasurer:	Richard Tapp, 509 Greenshields Road, Younghusband 5238 ah 0439 682 011
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Assist. Editor:	Bob Haywood, 2 Rosemary Street, Woodville West 5011..... ..0407 601 803
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Committee:	Greg Newley, 326 Morphett Road, Warradale 504608 8298 2586
	Brett Newley, 10 Win Gilchrist Avenue, Craigburn Farm 50510402 833 281
	James Colbey, 23 Bruce Street, Morphett Vale 5162..... ..0411 027 261
Federation Rep:	Greg Newley, 326 Morphett Road, Warradale 504608 8298 2586
Combined Car Clubs Rep:	Vince Isola, 4 Grigg Court, Clarence Gardens 503908 7007 4461
Public Officer:	Barry Maslin, 13 Walthamstowe Road, Old Noarlunga 516808 8386 2931
Auditor:	Michael Bartsch, 105 Billabong Road, Modbury Heights 5092..... ah 08 8395 3919
Catering Coordinator:	Lorraine Beythien, 6 Manley Court, West Lakes Shore 50200409 096 070

Club Tools held at: Chris Howes, 4 Peter Place, Campbelltown 5074 ah 08 8165 3971

Note that most committee members have e-mail access. You will find their e-mail addresses on the contacts page of the website, where they can be protected from harvesting by spam robots. Addresses listed in the web version of the magazine can not be protected.

Website: chrysler-restorers-sa.org.au

Facebook: facebook.com/groups/chryslerclubsa

Photos: flickr.com/photos/164632874@N04/albums

YouTube: youtube.com/c/ChryslerRestorersSA

The Chrysler Collector

Next Issue: Please submit material for the next issue **no later than Friday 6 January 2023. Only corrections/ amendments accepted Sunday 8 January 2023.** Contributions can be e-mailed to editor@chrysler-restorers-sa.org.au or posted to 509 Greenshields Road, Younghusband SA 5238 or brought to club meetings. E-mailed digital photos should preferably be at least 1200x900, photos should be scanned at 200 dpi; line-art at 600 dpi. **Copyright:** All material published in The Chrysler Collector is the copyright of the author of the article or the photographer. Their permission should be sought before reproduction. The magazine is available in colour on our [website](http://chrysler-restorers-sa.org.au).

COMING EVENTS

CLUB MEETINGS

Wed. 8th February 2023

Wed 8th March 2023

INVITATION/OTHER CLUB'S EVENTS

Sunday 13th November

Rotary Swap Meet

TAFE – Regency Park Campus car park

Gates open 8.00am \$5.00

Sunday 20th November 2022

Shannons QMT Yankalilla Classic Car Show –

Yankalilla Show Grounds, Main South Road,

Yankalilla – Gates open to public 11.00am. See

Greg Lind for Details

Sunday 5th March 2023

All British Day – Echunga

See Greg Lind for details

Friday 31st March – Monday 3rd April 2023

Morris Car Club of SA. Morris Minor National Rally – Adelaide SA

www.morrisclubofsa.org.au/national-rally-booking

7th – 10th April 2023

Mildura Vintage Vehicles Club Inc

24th Biennial Easter Vineland Rally

See Greg Lind for details

Entry Forms etc.

Club events co-ordinator Greg Lind has contact details and / or entry forms for other club's events.

SAPOL Archives



1965 AP6 Valiant (c/- Ron Monck)

New Members

None this issue

Cover Photo

Gil Purdie's 1935 Dodge DU sedan - photographed at 2011 calendar shoot for 2012 calendar

COMING EVENTS

Karkoo Nursery – Oakbank

Sunday November 13th 2022

Meet at the CCC Clubrooms at 9am for a 9.15am departure.

This run should appeal to the ladies of the club. The Nursery which is nestled in the old Johnston Brewery has a large garden/plant section, a huge range of pottery products, plus many gift items, a Vintage section, Florist and much, much, more. There are rooms filled with artefacts of years gone by (good one for the guys), plus plenty of items for you to peruse or buy. We will have reserved seating

in the Café for you to sit back and enjoy a cup of Tea/Coffee with scones, jam & cream, grazing platters or a light meal or you may like to be seated in the outdoor area. This nursery is pet friendly so you can bring your furry pooch with you. Come along and enjoy an interesting/relaxing day out with fellow members.

An expression of interest sheet will be available at the Sept/Oct/Nov meetings.

Sharon & Brenton Gibb
08 8263 2908

Christmas Lunch

Sunday December 11th 2022

Meet at Seven22 (formerly Eagles Tavern) 722 Port Road, Beverly at 11.30am for a 12.00pm Christmas lunch to celebrate the festive

season. Cost is \$18.00pp for a main meal served with a side salad. Bookings essential. An attendance sheet will be available at upcoming meetings. \$10.00pp deposit is required to secure your

booking, which will be refunded on the day. There is a limit of 60 people.

Brenton and Sharon Gibb
08 8263 2908

President's Breakfast Run

Sunday January 22nd 2023

Meet at the CCC clubrooms 7.30am for an 8.00am departure.

BYO food, drinks, chairs, BBQ etc.

Brenton and Sharon Gibb
08 8263 2908

Twilight Run

Saturday 11th February 2023

Meet at CCC clubrooms 4.15pm

for a 4.30pm departure.
More details to follow

Adelaide Chrysler Festival

Friday 24th - Sunday 26th March 2023

All Chrysler Day will again be

held at Gaza Oval, Klemzig on Sunday 26th March.
More details to follow.

SAPOL Archives



1973 VJ Charger with triple Weber hemi (c/- Ron Monck



1975 VK Charger with 360ci V8

FROM THE COMMITTEE

President's Message



Welcome to the November / December edition of the Chrysler Collector. Where has the year gone? This is the last magazine for 2022. A big thank you to Greg Lind for chairing the last club meeting on my behalf, as I was away with work commitments and good to hear Richard Tapp was up and about and able to attend that meeting after his back surgery.

If my memory serves me correct I believe at a committee meeting before Covid 19, Chris Howes made a suggestion of perhaps a run crossing as many ferries on the mighty Murray as we could over a weekend. We took up the challenge and in early September a group of 13 cars departed Mannum on the Saturday morning bound for our overnight stay at Morgan. With ideal travelling conditions and winter rains the landscape looked splendid as we leisurely zigzagged our way up the river with many interesting things to stop and look at. Our evening meal was provided by the Terminus Hotel and the place was jumping with our group and a Caravan Club also in town. The following morning we gathered outside the pub and were joined by the local car club who were also doing a cruise and after some fellowship with some of their members we headed on our way further upstream. On our travels we were asked by one of the locals involved in the tourism industry if we would like to look at his private collection of motor vehicles and memorabilia which we jumped at. This was truly a wonderful collection and I think we may look at going there again with a larger group at some point.

Two weeks later and 21 vehicles from SA headed east to Wangaratta for the 16th Tri State National Chrysler Rally. I must congratulate the Victorian Organising Committee led by John Plowman who under very difficult circumstances with Covid lockdowns throughout the planning of this event put on a fantastic week for all who made the effort to go. It was good to catch up and chat with many of our SA county members who made the pilgrimage over there. Victoria is so blessed to have large towns with great facilities to host such events and great history to go with it. As it turns out we were lucky with

the wet weather, only the Monday and Tuesday were wet and we all departed before the serious flooding started. All up there were 117 Entries, 229 adult participants and 15 children.

In three years' time it's NSW's turn and Griffith has been chosen to host this rally, so start saving as fuel seems to be on the rise again. At this rally we will need to announce where in SA the next SA rally will be held, so start looking around and if you think of a town that could host around 220 or 230 people and has some interesting day runs close by let us know so some planning can begin.

I will be interested to hear from those who participated in this year's Bay to Birdwood Run as I got the dates mixed up and didn't enter. We found a good spot in the hills and watched you all go by. It looked a bit of a challenge with such an age range of vehicles and two way traffic to hinder the faster vehicles which could not get past the really older slower vehicles.

If you have not booked for our Christmas Lunch on the 11th December and wish to attend please inform us asap as we have limited seating and seats are filling fast. Our December meeting will be a Christmas theme and we would ask if you could liaise with Lorraine Beythien on what to bring in the way of supper for this evening. The club will supply some. Look forward to catching up with as many as possible on our November run to Karkoo Nursery.

Brenton Gibb.



From the Editor

CONTRIBUTORS

This issue comes to you courtesy of Greg and Ann Lind, Brenton and Sharon Gibb, Tim Shapel, Jim Dawson and Kevin Williams.

Many thanks to the magazine despatch team, being Sharon and Brenton Gibb and Ann and Greg Lind,

Please submit articles and entries to the magazine as early as possible but no later than the Friday date shown on page 3.

WEBSITE STATISTICS

	Oct 22	Sep 22	Oct 21	Oct 12
Sessions	156	136	186	674
Users	119	107	133	353
Page views	322	251	438	9,595
Pages/session	2.1	1.8	2.3	14.2
Average session (m:ss)	1:18	1:21	3:22	3:50
Flickr views	1,337k		1,062k	-
Facebook mbrs	1,823	1,750	1,190	-

PAST EVENTS

2022 Drive It Day - Bethany

1 September 2022

For several years we have included Old Car Day at Bethany organised by the Barossa Valley Vintage Car Club as a club run and this year it was no exception and once again we had a lot of members in attendance together with joint members from the R and S Series Valiant Car Club and the Adelaide Hills Restorers Club in attendance and also many other members from other clubs that we have got to know over the years.

The day started out as the best day of the week with the sun shining, no wind and rain only a distant threat later that night.

The wattles were in bloom all the way to Bethany and even with the many pot holes in all the various roads travelled it was pleasant to get out in the cars for a change.

The Barossa Club had everything organised but it did appear to many that the popularity of the day had grown and there were more vehicles attending than in past years.

It must be said that it is enjoyable attending runs where there is a huge number of vehicle makes in attendance allowing a much wider discussion over the vehicles by the people present and with the latest reduction in years acceptable to concessional registration produced some quite modern cars attending.

As people found places to set up tables and chairs a little more cloud started to appear which tended to make it a bit chilly when the sun was obscured but having a hot cup of coffee or tea seemed to help. An enjoyable day was had by all and most had packed and left for home by 3.00PM.

A special treat for all who know him was Lindsay Gibb's 88th birthday celebration coinciding with September 1st.

Above left and below right members found some space to set up tables and enjoy lunch with above right Les and Kaye Johnson's S Series alongside a very original AP5 while below left Joy Birkin managed to seek shelter from the chill when the clouds were about with a good book to while away the time

Tim Shapel

Photos - Tim Shapel



FROM THE COMMITTEE

Minutes of the Meeting held 14 September 2022

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 14 September 2022 – commenced at 7:46pm.

Emergency Wardens

Brenton Gibb explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

None

Sick List

Marlene Gibb – appendix removal

Trevor Kelly – heart valve replacement

Richard Tapp – back operation

Noel Cowie – biopsy

Minutes Previous Meeting

Read and moved by A Lind seconded Lorraine Beythien, carried by members attending meeting.

Correspondence

In: Thank you card received from Brenton Hamilton – re life membership; Plymouth Owners Club Inc – Renewal Notice; 20/8/22 – FHMC – Minutes of General Meeting held 20/8/22; 28/8/22 – Letter Adelaide Hills Motor Restorers Club Inc – re incorrect mailing address for Registrar – Power of the Past; Australia Post regarding proposed price increase of Basic postage rate from \$1.10 to \$1.20 effective January 2023; Australia Post – Statement for postage of magazine \$227.50

Out: None

Treasurer's Report

Bank Account as at 14/9/22 - \$33,518.70

National Tour Account \$5693.29

Total \$39,211.99

Payments for approval

Bob Haywood - \$99.00 - plastic bags for magazine postage, Ann Lind proposed, seconded by Jim Dawson, carried by members attending.

Committee Reports

Runs Coordinator – G Lind: Spoke re future events.

Editor – Bob Haywood stepped in for Richard who is struggling with a back problem, Bob asked members to keep sending in articles for the magazine.

Public Relations – J Goddard: All going well

Records – Sharon advised meeting we have 5 outstanding members payments. 224 memberships and 366 members.

Librarian – Jim advised meeting we have been given some books from SA Police for our library. Jim advised final article on Ian Webber in next magazine issue. Lindsay Gibb interview coming up and he will be interviewing Gavin Farmer for No. 3.

Tech Rep – Quiet at the moment

HVR – Jeff advised all going well. Doing a bit of running around for members. SA Police have put a Ford on historic registration with us.

Triple C – Vince Absent, however passed on a message that the sink in the kitchen has been fixed.

Federation Rep – Greg Newley attended last meeting. He advised the Federation have \$88,560.00 in their bank account. Brenton Gibb thanked Greg for his article in the

latest magazine regarding one of our latest life members, Brenton Hamilton.

Past Events

Presentation Lunch: Bob Haywood gave a good report for the venue and the meal. He also thanked everyone for his life membership honour. Greg Newley – advised raffle went very well, especially since he was in control, nothing dodgy going on here. Trevor Beythien - very good table service. Brenton Gibb – spoke on the recipients of all the awards and he was very pleased that Carol Barnes attended on the day, you could not wipe the smile of her face. Brenton advised meeting the Ron McNair Trophy is now on display in the library. Brenton said it was also great to see Chris and Heather Bennett attend this function and Chris is looking really good. Next year we will look to go South as we like to alternative venues.

Drive Your Old Car Day: John Goddard - advised a great day with over 200 cars attending. Trevor Beythien – a good number from our club attended and it was great to catch up with other clubs. Lindsay Gibb – the best array of cars he has seen at this event. Grass was pretty long, would have been good if they had cut it before the event. Run was held on his birthday. Lorraine Beythien – Chip Thomas's race car was on parade

Weekend Ferry Run: Jim Dawson – great event, really well organised. Congratulations to Sharon and Brenton. Brian Walsh – food was good and the dome over the bowling green was fantastic. (There is a back story to this!!) Ann Lind – great weekend, we could not have asked for better weather and the amount of work Sharon and Brenton put into organising this run was phenomenal.

General Business

Jim Dawson advised those members leaving on Saturday week with him, heading for the National Rally in Wangaratta to be on time at the designated pick-up points.

John Goddard advised meeting that Ross Fleming's 1929 Roadster is over on Yorke Peninsula.

Lorraine Beythien advised meeting it was good to see Chris Bennett at the presentation lunch.

Barry Thomas advised meeting he sold his 24" 4 stroke Lindsay Gibb – advised himself and Brenton attended a Police Historical Society meeting and he spoke on his days as a Chrysler dealer in the country and then in Adelaide. Brenton spoke to them on the background of our club. They were advised that the Police force is no longer going to be using Commodores or any other Holden vehicles.

Things you don't know about me – Barry Thomas

Barry spoke on his time as a mechanical engineer working for the E&WS and his time spent in New Guinea. He walked the Kokoda Trail. Had a very enjoyable time there, however their high schooling was not great so they moved back to Adelaide for the children. He bought back a 72 Honda motorcycle and has been working on restoring it to sell. However, his son wants it.

Raffle

Greg Newley conducted the raffle.

Conclusion

President summarised the coming events and the buy and sell board.

Meeting closed at 9:00pm followed by supper.

FROM THE COMMITTEE

Minutes of the Meeting held 12 October 2022

The Chrysler Restorers Club of Australia, SA Inc.

Summary of minutes of the meeting held 12 October 2022 – commenced at 7:45pm.

Vice President Greg Lind presided over the meeting as Brenton Gibb was away for work.

Emergency Wardens

Greg Lind explained emergency response plan.

Apologies:

Per attendance book

New Members & Visitors

None advised

Sick List

None to report. Marlene Gibb and Richard Tapp were welcomed back.

Minutes Previous Meeting

Read and moved by Ann Lind, seconded Greg Newley, carried.

Correspondence

In: 16-9-22 – Commonwealth Bank Statement - 29 May 2022 – 28 Aug 2022

16-9-22 – Commonwealth Bank – advising Reynella branch will be permanently closed from 28/10/22.

16-9-22 – Commonwealth Bank – new cheque book received

Australia Post Invoice \$222.88 which is direct debited

Plymouth renewal – given to Richard Tapp

Magazines given to Jim Dawson for library

Out: None

Treasurer's Report

Richard Tapp advised regarding 2021 and 2022 financial reports. Members funds 30 June 2022 were \$35,028.

Income to September 2022 \$7,172

Expenses \$2,333

Surplus YTD \$4,839

Members funds \$39,866

Payments for approval: Elite Printing calendar \$605; John Goddard material for disaster trophy \$33.55. Moved R Tapp seconded C Howes. Carried

Richard advised that the banking would be transferred from Commonwealth to Westpac, with which the club already had internet banking arrangements. In response to a question from Vince Isola, Richard confirmed that surplus funds in the cheque account would be invested as part of the change to Westpac.

Committee Reports

Runs Coordinator – Greg Lind: Spoke re future events

Editor – Looking for articles as always. Bob Haywood advised that 2023 Calendar was now available.

Public Relations – John Goddard absent, but details on pp 20-21 of magazine

Records – All going well, 4 members still to renew

Librarian – Jim advised meeting Mike Osborne had donated a 1915 Dodge parts price list.

Tech Rep – Jim advised he had received an enquiry from WA regarding a 1939 Dodge Fargo with TJ Richards body. Trevor Kelly advised he would follow up for Jim. Brett Newley thanked Brenton Gibb and Geoff Chase for helping out with repairs on the rally, noting that he did NOT require towing.

HVR: Jeff Knowles - absent

Triple C – Vince Isola: Vince advise that drinks had gone up to \$2 per can. BSA Motorcycle Club were granted \$300 towards their 30th Anniversary celebrations. Some upgrade work has been carried out on the BBQs outside the building. CCC have put in a request to council to fix leaking ceiling in our building. CCC – balance in bank \$14,025.44

Federation Rep – Greg Newley Nothing to report, meeting the following week.

Past Events

Kevin Williams spoke on the National Rally – he thanked Jim Dawson for organising the run over to Wangaratta went through some lovely historic towns on the way. The National Rally itself was well organised and the dinners were held at the race track. On one of the runs to Beechworth he had a flat tyre and it was pouring with rain and he was having trouble getting the old tyre off, a young bloke just appeared and helped him to remove flat tyre and put the replacement tyre on, when he turned around to thank him, he had disappeared. He also played the sheriff in a Ned Kelly trial re-enactment.

Lorraine Beythien spoke on the National Rally – enjoyed the whole event the car museum in Shepparton was fantastic and had a good time at the Swanpool picture theatre where an old silent movie was played. Also, the caravan park where they stayed were fantastic with reorganising sites due to rising water.

Brett Newley spoke on his father's (Greg Newley) problems with tyres during the National Rally had to end up buying 4 new tyres at a cost of \$1600.00. Tyrepower were absolutely brilliant with their help to get us on the road again.

Greg Newley also agreed with Lorraine regarding the Swanpool theatre, great day.

Jim Dawson also had a few issues with his car but all was taken care of thanks to help from fellow members and businesses in the area.

Richard Tapp advised meeting that he and John Goddard had attended the Murray Bridge coffee morning in their Plymouth roadsters. Unfortunately, John Goddard had problems on the way home which required a tow truck.

General Business

Greg Lind advised meeting that these minutes will contain some very interesting prospects for next year's disaster award.

Greg advised meeting that Brenton Gibb had received an email from the Ford Club in the Barossa regarding a planned Australia Day Cruise on the 26th January 2023. Greg asked for hands to be raised if interested, about 7 members put their hands up.

Greg also advised meeting of another email received by Brenton from the state government regarding grants for improvements and programmed events by car clubs. This email will be discussed at the next committee meeting.

Raffle

Greg Newley conducted the raffle.

Conclusion

Kevin Williams told a joke in memory of Ron Hincks President summarised the coming events.

Meeting closed at 8:56 pm followed by supper.

PAST EVENTS

2022 FERRY RUN

10th & 11th September 2022

This run's seed was planted in 2019 when it was first discussed at a committee meeting in November 2019. I and most of the committee were definitely on board with the idea. Then that dreaded word which we loathe to speak of happened, yes Covid19. Fast forward to September 2022 and it finally happened.

Greg and I decided to take advantage of us having Friday off and booked a cabin at the Mannum caravan park for the Friday night prior to the run commencing on the Saturday morning. As we drove to Mannum on the Friday it was pretty wet and cold, however as we were coming into Mannum the sun started to shine. We met up with Marlene and Lindsay Gibb, Dereck and Joy Birkin and Tim and Joanne Schapel who were also staying at the caravan park. Greg and I had our first ferry crossing that afternoon as I had paperwork for Richard Tapp and he and Helena live just out of Younghusband. Unfortunately, Richard was still in a great deal of pain due to his back problem. I invited Richard and Helena to join us and the Gibbs, Birkins and Schapels for dinner at the Mannum Club. A good night was had by all, I think. Helena had us buying raffle tickets, but alas no prizes came our way.

On Saturday morning the club members attending met just outside the caravan park to start our weekend of ferry crossings. Richard came over from his house to take pictures of the cars, he was in a lot of pain. Sharon and Brenton Gibb gave us all a very impressive run sheet with a booklet of interesting things along the way. (That booklet was definitely club person of the year material!!) The run's first ferry crossing was at Mannum and it was pretty cool to see all the old cars on the ferry crossing the river. All the cars certainly got a lot of thumbs up and nods. This was to be repeated wherever we went on the weekend.



On crossing the ferry, we headed to Younghusband where Richard was waiting on the road to take pictures of the cars going past. We followed the river past some beautiful shacks (some mansions) to Bow

Hill. We stopped at Bow Hill at the general store for coffee and looked out over the river. Quite a lot of us stopped here to enjoy a coffee and admire the scenery.



Back in the car we travelled to Purnong where we crossed the river once again to continue our drive to Walker Flat. However, due to missing the sign post to Walker Flat and a lot of phone calls to Sharon Gibb who thought there was a road to Walker Flat further on, we and about 7 cars following us ended up back at Mannum. We all turned around and headed back to the sign post to Walker Flat. We reached the Walker Flat ferry and crossed in groups and headed up to the lookout which overlooks Walker Flat and the Murray River.



We headed to Swan Reach on the Nildottie Road. Due to our unforeseen detour back to Mannum we were running a little late when we arrived at Swan Reach and unfortunately the hotel was closed for lunch, but the front bar did pizzas so we ordered some of those and sat in the dining room enjoying the view of the river. At this point we discovered Marlene Gibb was in a lot of pain on the right side of her stomach and we all suggested she and Lindsay go back to Adelaide and perhaps go to a hospital. Marlene decided to soldier on and we continued on to Morgan where we crossed the ferry into the township of Morgan.

PAST EVENTS

2022 FERRY RUN (CTD)



Walker Flat lookout

Morgan was our overnight stay and members scatted around Morgan to their accommodation. It was planned to all meet at the Terminus Hotel for dinner. Unfortunately, Marlene was still feeling unwell and did not come to dinner. Lindsay came to dinner, but was concerned about Marlene and left pretty much after he had eaten. The hotel put on a very good meal for everyone who attended and I think a good night was had by all, members moved from table to table to talk with others, which is really good when you are in group. We spoke with the manager at the end of the night and he was really pleased with the night. Not only did they have our club there for dinner, but also a caravan club staying at the caravan park. They did 120 meals that night, which would not be a normal night for them.



Sunday morning in front of Terminus Hotel

Brenton, Sharon, Lindsay, Marlene and us stayed in the units at the Terminus Hotel and on the Sunday morning Marlene and Lindsay decided to return to Adelaide. Club members met outside the Terminus Hotel around 9.00am to depart to Cadell. On the road again we travelled through the countryside arriving at the Cadell Ferry. A group of us crossed on the ferry and then went separate ways to our next ferry crossing at Waikerie. We had decided to visit Caudo Winery on the way to Waikerie as did a number of others. When we arrived Joe Caudo told us to park on the grass and display our cars for other customers who would be arriving. What a beautiful outlook

right on Hogwash Bend. The winery is so well laid out with terraced grounds and food and drink and you can just sit there and gaze out on this beautiful river. Most of us had coffee and something to eat there and the weather was just perfect as it had been for the whole weekend. We could not have asked for better weather, not too hot and not too cold. Joe Caudo was eager for all of us to take a look at his implement shed. Sharon and I stayed down on the terrace under the umbrellas, but we soon got a phone call to join them at the shed. We made our way up the hill to this very large new looking shed. When we went in, we were totally surprised, expecting tractors, but oh no, a purpose built shed with mezzanine floor packed with rare cars and motor bikes and pictures of rally races around the world which Joe and his son had taken part in. It was certainly a gem that is not widely known about. Unfortunately, as I am writing this article Caudo Winery is closed due to the river rising and they expect that 2 of the terraced areas will go under water.

After leaving the winery we continued onto Waikerie and crossed the ferry to continue to the Overland Corner Hotel. Not too long after we arrived the Walshes and Johnsons came along. We talked with them outside the hotel for a while and Brenton told them about the implement shed at Caudo winery. They had been visiting the bowling greens at Waikerie to look at the overhead shades that had been erected. The Walshes and Johnsons decided to see if they could have lunch at the hotel and we continued on to Lock 3.

I was very surprised when we reached Lock 3 there is a beautiful picnic area there alongside the Lock. There was a fast flow of water coming through the gates and very large mosquitos looking for blood. It was decided by all of us to get back in our cars. Once back in our cars we travelled around the back of Lake Bonney and had lunch at the café on the lake.

Unfortunately, it was time to think about heading home. We said goodbye to Brenton and Sharon and headed home. Thinking back over the weekend we had a great time, good weather and good company. Our thanks to Brenton and Sharon for organising the weekend and for all the time spent driving it and writing it up in the previous weeks so all our members could have an enjoyable weekend.

By the way Marlene was admitted to hospital on the Sunday and had her appendix removed on the Wednesday and all went well.

Ann Lind

Photos: Tim Shapel

PAST EVENTS

16TH NATIONAL CHRYSLER RALLY

We set off in a staggered convoy (8 of us in total) on Saturday morning and headed to Horsham for the 1st night. There were no reports of any car troubles, however some of the convoy travelled much faster than others. It was alleged that Greg Newley drove his car like he had stolen it. Only three of us arrived together at the end of the day. Jim had organised accommodation at a family friend's motel which served up a mighty breakfast Sunday morning. Thanks Jim. We headed to the Ampol Service Station in Horsham to fill up our tanks before the long haul to Wangaratta. A sight that doesn't happen very often. Five classic cars at the pumps.



A scenic route was taken which included quite a few, shall we say rough roads (I think Vic is the state of potholes) but there were no mishaps and it was very pleasant countryside. We arrived at Wangaratta with about 30mins to spare for the Rally Registration at Ned's Hideout. (The Oaks Wangaratta Racecourse)

Monday saw us heading to Swanpool in the rain to visit the Swanpool Theatre which was a traditional and well maintained 1950s picture theatre where we were entertained by an assortment of films. The main film left many of us with tears of laughter. After leaving there we went to Tatong to see a collection of motoring heritage, mainly Holdens and a tram. He had two sheds full of vehicles. The rain put a bit of a dampener on this.



Tuesday it was once again raining but we headed off to Yarrawonga. Here we split into 2 groups. First our group went to a property to look at the Graeme Ford Collection which was a very well organised collection of tractors, cars and memorabilia, farming equipment

and household domestic goods of year gone by. Extremely interesting for all. They also had a very lovely garden to stroll around admiring the many trees, plants, large fish pond and much more. We left there and headed into Yarrawonga to eat our prepacked lunch and then board the Cumberoona Paddle Steamer for a 1 hour tour of Lake Mulwala. This was a very picturesque ride which took in the views of some of the prestigious homes around the lakeside. The rain held off for this ride.



After leaving the Paddle Steamer we all headed to see Frank Keenan's Collection. Frank is preserving local history and has set about collecting cars, some race cars, trucks, tractors and farming equipment from years gone by. Quite a fascinating display amongst his many sheds.

Wednesday was a free day so Brenton and I decided we would visit Glenrowan to get a real feel of the Ned Kelly countryside. We went to the Ned Kelly Museum and Ned Kelly's Interpretive Centre which featured a fascinating 40 minute show. With the live special effects and animatronic figures we were transported back to June 28th, 1880. Firstly on the train with police then we were held captives in the Glenrowan Inn by the Kelly Gang, we witnessed the Kelly's take on the Victorian Police in Australia's most famous gunfight, the burning hotel and into the Old Melbourne Goal to witness Ned's final moments. Overall a very fascinating show. A must see if you ever head that way. We took the tourist stroll that showed various locations of where everything took place. Very interesting place.



Thursday saw us head in convoy to Beechworth.

PAST EVENTS

16TH NATIONAL CHRYSLER RALLY (CTD)

Another fascinating place with loads of Ned Kelly History. We were once again divided into 4 groups and enjoyed 3 different tours. Our first tour was to the Courthouse for a re-enactment of Ned's Trial. Members of our group were chosen to be the actors in this re-enactment. They all did a fantastic job, taking on their parts with enthusiasm, making it very enjoyable for the rest of us in the courthouse.



We then went on a Walking tour which took in some of the local historical sites and finished with a tour of the Burke Museum. The skies opened up giving us a bit of a drenching. Rumour has it that Kevin Williams unfortunately got a flat tyre and whilst changing it the heavens opened up giving him a real drenching. An unknown hero appeared from nowhere, gave him a hand and before he could say thankyou he had disappeared. Big question is was he real or was he a ghost? After we left Beechworth we headed back to Wangaratta calling in to see the Eldorado Dredge on the way. This floating monster was a very impressive sight. It was in operation for 18 years.



Friday we headed in convoy through the picturesque hills of the Warby-Ovens National Park to view the



Silo Art in the area. The artwork on these was magnificent. For those that follow the Silo Art Trail this is a must see. We had a Lunch stop at Tungamah Football Club which allowed for a great photo shoot of cars around the oval.



On Saturday all the entrants put their cars on display. There was certainly a great variety of vehicles and they did all look good. Of course my favourite section was the Chargers. I have a bit of a soft spot for them. All in all I must say there are a lot of immaculate classic vehicles out there. It was a day of good fellowship with other entrants as they went from bonnet to bonnet. It is amazing how when one lifts the bonnet of a car, the guys all swarm to it. Like bees to a honey pot.

The Rally was finished with the Presentation Dinner on Saturday night. It was a great night to finish the rally with fine dining and wine. Well done Victoria for a great rally. I am looking forward to attending the next Rally in Griffiths in 2025 where I hope to catch up with many of the members from our state and also interstate that I have got to know along the way.

Sharon Gibb

Photos: Sharon Gibb



PAST EVENTS

16TH NATIONAL CHRYSLER RALLY (CTD)

Saturday 24/9/22

We left for the 16th CRC National Rally in Wangaratta, Victoria. We met up with some of the SA entrants at a lay-by at the bottom of the south-eastern freeway. We arrived a bit earlier than most. We and the Newleys, being in older vehicles, were sent off by Brenton Gibb.

It was an uneventful run up the freeway, except the occasional pinging. While we were topping up on fuel in Tailem Bend, all the others sailed past. We didn't see any of them again until the lunch stop in Keith. From there it was onwards to Horsham and the Best Westlander Motor Inn. We checked in to good, comfortable rooms and had a good feed at a local club. We were then ready for the run to Wangaratta.

Sunday 25/9/22

We left Horsham around 8:30am, topped up the petrol and oil before heading for Murtoa and Saint Arnaud. We stopped in Inglewood for lunch [fuel for us and the cars] before heading on to Wangaratta. The numerous small towns along the route were all historic early settlements and well worth a return visit to tour around at your leisure. The only drawback to the route chosen was the shocking state of the roads [not Jim's fault]. All the Victorians also complained about them. After checking in at Rally HQ and the caravan park cabin, it was time to return to Rally HQ for the welcome dinner.

Monday 26/9/22

We had a run out to a car collection [mainly Holdens] before moving on to an old time cinema at Swanpool. It was fantastic with an hilarious silent movie.



Tuesday 27/9/22

We drove out to Yarrawonga to two very different collections and a ride on an old side paddle-wheeler on lake Mulwala.



Wednesday 28/9/22

Wednesday was a free day or, if you had booked, a bus ride to Shepparton to go to the Museum of Motoring Evolution. We chose to stay and wander around Wangaratta.

Thursday 29/9/22

A run out to Beechworth, a very nice historical town where Ned Kelly was sentence to hang in Melbourne, was organised. During a guided walk around the town, we took part in a re-enactment of his trial and I had the honour of being Kelly's keeper in the court.



After leaving, we had a minor disaster, when we got a flat tyre. Just as I had unpacked the boot to get the spare tyre out and jack under the car, it started to pour. Even with Barb holding a large umbrella, I still got soaked to the skin. A new tube soon solved that dilemma.

Bruce Bragg also had a slightly more serious disaster but I will let him write that story.

Greg Newley's disaster began at the meeting place for that run but I will also leave him to tell that story.

Friday 30/9/22

This day included a run around part of Victoria's silo art trail and 'wow', they are brilliant. They are in small historic villages and feature historical agricultural and heritage scenes.

PAST EVENTS

16TH NATIONAL CHRYSLER RALLY (CTD)

**Saturday 1/10/22**

Saturday was display day and what a great turn out of Chrysler vehicles, from a 1927 Chrysler Roadster, right through to a 2018 Chrysler 300. There were also a few locals with their cars on display. It all made for a spectacular show.

Saturday night was the presentation dinner. Good food and some local entertainment made for a memorable night. A few South Aussies won trophies to round off the rally. After that, it was back to the cabin to do a bit more packing.

After a sleep we were up early for breakfast, finished packing and hit the road for the return trip. We stopped off at Horsham again for a night and then arrived home around 3:30pm on Monday afternoon.

Overall, we had a great time and give many thanks to Jim Dawson for organising the run over. The laughs and the camaraderie of everyone made it a great rally.

Kevin Williams

Photos: Sharon Gibb



LIVING HISTORIES

Ian Webber

Part 3 of Jim Dawson's interview with Ian Webber, recorded 14 April 2022

Interviewer (Int) Jim Dawson

Ian Webber (I W)

Int The peaks and troughs of the Chrysler Corporation are fairly well documented with, you know the jokes about the "big two and a half" and that type of thing.

Chrysler seemed to be from the outside, to be on a rollercoaster, on one hand they're selling Chrysler Europe to PSA for \$US1.00 if they take the liabilities with it, and then on the other hand, they're buying AMC.

What was the feeling like on this side of the world with all that carry-on in the northern hemisphere?

I W I think Chrysler really was late to the party but it realised if it was going to compete internationally, it had to build up an international range of businesses. So it bought Rootes Group in England in 1966 I think it was. And they bought, uh, Chrysler France, which was the old Simca plant, and that was where we got involved, and so they expanded very rapidly but I don't think they had the resources really to support that growth.

And it was never really bedded down as a fully integrated international company. And so when the pressure came on they really hadn't the resources to maintain that huge variety of businesses.

Int So you're back to Adelaide in 1974 as the Managing Director of Chrysler Australia, the only Australian to ever hold that position.

What was the mood like in the company at that point in time? So the VH range had turned into the VJ and what have you, but it was still the same basic motor car.

I W This was the era of the introduction, of the time of the



Whitlam government and you sort of plot the fortunes of the car industry from there. I have to say that my return to Australia coincided with a slow downward trend that went on for the next 20 years.

It was, it was heavy sledding. We, our market share, at best was 11 or 12% of the market compared to Holden and Ford. Then, of course, the Japanese came in, so our success always seem to depend on cars that came in at the last moment, such as the Mitsubishi Galant and the French car which became the Centura here.

But we were always...

Int Almost going back to the times of the little Simca Aronde back...

I W Yes, maybe back to where we started out, but so you know we, we just kept our head above water but, that was all right while the parent was prospering, but things got very tough and particularly under Lee Iacocca when they had

to go to the government cap in hand for a for another government bailout. All they needed, and that was what they got, was a government guarantee of their borrowings.

Int So, did you ever wish you were back in the engineering department?

I W I suspect many times. I mean, I think anybody going into a Managing Director role comes at it from their own background. You know my background with technical engineering. I mean I would have been a totally different Managing Director if I had a background in finance or sales. Sure, so you know, we are, we're creatures of our experience.

With the wisdom of hindsight, I'd have to say I was imported to that job without sufficient experience on the way up. I think I should have had a broader time in a deputy role, but to be thrown in at such a critical and difficult time was pretty hard. Pretty challenging, I can tell

LIVING HISTORIES

Ian Webber (ctd)

you

Int I guess, that was my next question. How was that for you as an individual?

I W Very tough, very tough.

I learned a lot, of course, but, in fact, my wife and I were laughing about this the other day. We lived up in a little house in Burnside when we came back and we'd only been there a few days and the phone rang at three in the morning and it was my boss in Detroit, the Vice President of Chrysler and my wife said, "But my husband is asleep." He said, "Well, I need to speak with him." And she said "I'm not going to do that. He's worked a long day here and he needs his rest. I'm not going to wake him." and that was the last time Chrysler ever tried to ring me at three in the morning.

Int Good for Christine!

I W Good for Christine, but my point being that, you know, it was a pretty tough time.

They rang at other times however. Don't worry about that.

Int I'm sure they did. About this time the association with Mitsubishi is gaining momentum. Uhm, can you tell us please some of the highs and lows of that relationship at that time?

I W I don't think Mitsubishi put a foot wrong. They were very careful. They brought a team of people down and they were shadow managers. They didn't try and run the company, they accepted the fact they had a lot to learn. And where they were fortunate, and people don't always understand this, but the Australian culture was actually very compatible with Japanese culture.

Int Really?

I W Well, whereas the Americans and the Japanese could never get along, will never respect each other for what they were. There was a huge difference in our attitude, in fact, so much so that my successor, Graham Spurling tells me that in his time, Chrysler sent groups of



Talbot Tagora (Wikimedia)

executives to Australia just to see how Chrysler Australia related to the Japanese management and it was because it was a very successful relationship.

And so they moved very quietly and very slowly and very carefully and very considerately. Because they respected Australians as in the sense that they felt we knew a lot they didn't and they weren't about to try and change everything until they were much more knowledgeable than they were because Australia was really the first overseas development of Mitsubishi.

Int Well, it's a fascinating insight. Thank you for that, Ian.

1977 and you become the Deputy Chairman. Can you explain to us the, what the difference in role is here? You're the Managing Director and the Deputy Chairman.

I W Well, it was, I think it was a classic case of being kicked upstairs. They brought a new Chairman out from America, who was a very hands-on character. And I learned a tremendous amount from him. In fact, he never worked in Detroit, his whole working life with Chrysler had been with the subsidiaries, mainly in South America. Andy Anderson was a was a real character, but I think they wanted to get someone that actually could control the company in a way that clearly, I think the feeling was that I just didn't have the experience, and I think rightly so.

Int That's very, that's very frank and honest of you.

We probably can't go too much further without hearing about your trip to France and that famous dinner in Paris.

I W Ha ha, yes, well, we had this growing relationship with Peugeot because of the, what was that car called?

Int Talbot Tagora?

I W The Talbot Tagora. You're absolutely right, and it was quite a handsome car actually. And we were looking around for a possible replacement for the Valiant. Can't remember what the logic of it was at the time, but it seemed that they were producing a car that would be more to our taste than the US cars and we sent a team over there.

Well, we were made very welcome by the French, unlike when we're building submarines and, we were entertained at La Tour d'Argent (The Silver Tower) where one eats very expensively, but very beautifully. Yes, um, but in the end the Tagora wasn't the answer, but it got me a feed at La Tour d'Argent.

Int And you, you're right, it was a handsome looking car, was almost the sort of glasshouse style of the square box Falcon but on the Commodore size.

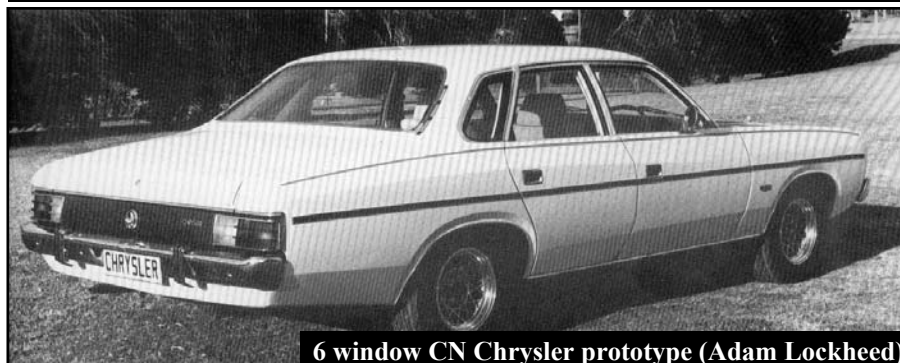
I W Yes, that's right, yes.

Int It might have been a success, who knows?

I W Well we will never know will

LIVING HISTORIES

Ian Webber (ctd)



6 window CN Chrysler prototype (Adam Lockheed)

we?

Int Won't ever know now.

So is it's fair to say that around that time, the Chrysler Corporation had no money to spend here in Australia?

I W Well, that was the point. We came up with a proposal to turn the Valiant into a six light rather than four light, which means three side glasses rather than two, so that it would lighten up the look of the car.

Int Back to the future. Back to the S & R series.

I W Yes, exactly, and also change the sheet metal. We actually got a, we had a tremendous amount of visual difference for an amazingly small amount of money that we thought we could do it for, but even that, they wouldn't give us the money for that, so we were really left with an ageing product that went on too long and was never a particularly successful one, even in its early stage, so it compounded a problem that had been building for years.

Int So would it be entirely fair to say, and certainly from what you've been saying earlier, that Mitsubishi really was the saviour of that plant and all those jobs that that went with it?

I W Yes, but I'd also say Mitsubishi was very demanding. I mean, this is where you've got to give Graham Spurling a great deal of credit.

He really understood the Japanese manufacturing philosophy. And he also understood that he had to replicate that philosophy in an

Australian operation.

And that's a respect for the worker, but also to use innovation to minimise the hours necessary to do a lot of jobs because they looked at our workforce, which at that stage I think was of about 7000, then over the next two or three years, they really wanted to bring that workforce to what they saw as the right number, something about 4 or 5000, so it was a difficult time then, right, in reducing, but productivity improved and the quality improved.

And of course, the Galant was a much easier product to build than, particularly, the Centura. The Centura was a terribly difficult car to build to a quality standard, whereas the Galant was a doddle.

The Galant was beautifully engineered and the output was high quality and high productivity.

Int And at this point Lonsdale was building ASTRON engines right from the start, the castings etc?

I W Well, well, that's actually a separate story, because at that stage the Commonwealth government felt under great pressure to bring the Japanese into high volume production.

One of the bright ideas that they had was to have what they called a common industry 4 cylinder engine which meant that the Toyota, the Nissan and Mitsubishi would all use a common engine and I had to negotiate on behalf of Chrysler in this situation.

The three companies all agreed it was a good idea as long as they used their own engine. This went on for weeks and months while we are

building up ready to launch the Sigma. It was not going anywhere, we just went our own way, as did the other two, greatly relieved that they weren't obliged to use our engine. The whole idea was that Lonsdale would provide these and in fact, Lonsdale provided, for years, the blocks for the Nissan.

Int Really?

I W Yes, that's right. Yes, so that was that and they were shipped to Melbourne for the Nissan from the Lonsdale foundry.

Int Well, that's something that would not be widely known. That's very interesting.

I W Well that came out of the common industry plan. We were actually then able to get a, ah, a production line that had been designed for a V6 in England, which I don't quite know why, and now that it was decided that they didn't want to proceed with it and they had never used, so they brought that equipment out and converted it to build the Astron engine.

Int Which was a highly, highly successful little engine.

I W Yes it was.

Int So, 1980 you're appointed the very first Managing Director of Mitsubishi Motors Australia.

I W Yes.

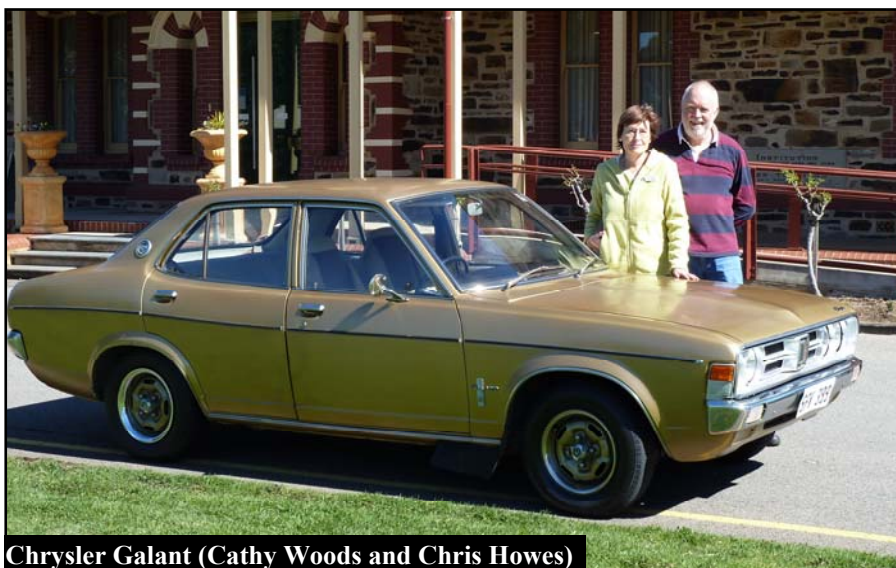
Int Tell us about the change.

I W Well, there wasn't really much of a change. I mean the thing about, as I said earlier, that the great thing about Mitsubishi is that they didn't impose themselves. They influenced things over time but it was usually with the full concurrence of the Australian management. It may be that it took a while for the Australian management to get it, but eventually we did.

And as I say, Graham really did get it. I mean, he was into the manufacturing philosophy side. He was outstanding as Manufacturing Director and he led that team with

LIVING HISTORIES

Ian Webber (ctd)



Chrysler Galant (Cathy Woods and Chris Howes)

great success so by the time they took over it was a very smooth transition.

Mr Ichikawa, my boss was a very fine man. There was a lot of harmony.

Int It's good to know. It's perhaps not what would be expected.

I W There was never any, as I've been want to look back on it, it was a very harmonious relationship.

Int That's excellent.

So 1981 and you leave the car industry for a time to take up a variety of managerial and directorship roles elsewhere.

Is it fair to say almost that you were, at least in the vanguard of Australia's professional businessmen, with your board work and your directorships?

I W I don't know. There are times in your life when things just seem to happen, you know if certain circumstances had not occurred, we'd already put our house on the market because we wanted to move into a new place.

I had no desire and I had made no move to change my employment when I was approached by a Melbourne consulting firm. And it took some convincing I have to say. Eventually I agreed to take over as the Chief Executive Officer of Mayne Nickless Limited, which

was a big Australian company, now gone. Yes, but for reasons that had been started by me because it became Mayne Pharma, a big health company in the end. Mayne Pharma, the last piece of it still exists. But it had a workforce around the world of about 50,000 at its high point and it was a true international Australian company.

I was finally convinced to join it and went over to Melbourne and I spent the next 10 years as Chief Executive of Mayne Nick and then another 5 as Chairman.

Int I seem to recall also at one point that you were the chairman of an air conditioning company.

I W Ah, yes. Airtemp was part of Chrysler, it was a Chrysler Airtemp Division and I was on the Board of Airtemp. I was on the Board of Fujitsu, which is also an air conditioning company amongst many other things.

Int And then there was Santos?

I W With Santos, Pacific Dunlop, Amcor. Quite a few companies I was on the board.

Int How was that life? For you as an individual.

I W Well, I probably represent a view of the role of a director that isn't very fashionable, but it does seem to me that directors ought to bring to their role, ah, a lifetime of experience in a senior company role

and if they can ask one or two really pertinent questions a couple of times a year, they probably have more than done their job. Because it is only that experience that makes people ask those questions.

So I found my years as a director very, very challenging work and very worthwhile.

Int That's wonderful. 1991 you are appointed an officer in the Order of Australia for your services to the transport industry, and in 2001 year further honoured with the Centenary Medal.

Crowning achievement? Or is there something else in your working life that stands out?

I W No, I think, think getting an Australian award where you don't know, at least most people don't know, who put you forward, but that somebody who, or a group of people have thought you worthy of it, so yeah, that was, that was. It's still special to me, wonderful.

Int And then looking back over your working life to that point, any other real high point that stands out?

I W I think in, in my last few years in Mayne Nickless, I started their health division, which was very successful. That was a great sense of satisfaction. Also of great satisfaction was to change that company from a technology averse one to one that welcomed new technologies. And it was really a forerunner to the modern transport company and I think that's why the board sought me as the CEO because they realised that the old, what we used to call the leather apron ways, no longer was suitable for a company that was going to grow in the modern world.

Int Of course you can't keep a car guy away from cars, and to that end you were a member of the General Motors Advisory Council here in Australia and Chairman of United Australian Automotive Industries. Can you tell us a little about those two endeavours?

LIVING HISTORIES

Ian Webber (ctd)



Bristol 405 (Wikimedia)

I W Well, the Holden board was an interesting Advisory Board. It was really a chance I think, it was started up before my time, as a way of injecting real world knowledge into the car business.

So they had people like Professor Neville Norman on the board with me whose job it was to sort of fill in the economic circumstances of the country at the time. We were there to give them a flavour at what was going on in the wider world.

The UAAI was a bit like the common industry engine plant that never happened, but the UAAI was really two rather unenthusiastic companies being forcefully brought together to produce what they thought was going to be a large car produced by Holden, and small medium cars produced by Toyota. But the problem, there were two problems with it. One is that the Camry got bigger and bigger and then they put the, brought out the V6 Camry, which was really pretty much a competitor to Holden.

You had a real clash of personalities between the two and of course in the meantime, Holden went through a period of resurgence with the, I think it was a, VN Commodore before the VE.

So Holden felt they didn't need that relationship anymore, and were anxious to get out of it and Toyota

felt the same. So by mutual agreement it was quietly folded up.

I suppose it would have worked for probably 10 years or something.

I always describe myself as being like a lion tamer in the cage with the lion and only a chair and a stick between me and the combatants.

Int There was a shotgun wedding and then amicable divorce.

I W Oh yes, that's right.

Int So upon your retirement, you return here to Adelaide and your interest in motor cars clearly hasn't left you because you embark on three big restoration projects. Start with the start with the first one please.

I W Well, it came up when we moved into this house in 1991. I was unpacking a box full of files and I found a file on the DeSoto that I brought back from America back in the early 60s, late 50s.

And I thought, well, if this, that car probably still exists 'cause it was certainly unique in Australia at the time. Anyway, a friend of mine finally tracked it down in a uh, warehouse up in Brisbane, on the Gold Coast and I bought the car back.

It was a complete shambles compared to what I remembered, it was repainted and reupholstered.

Everything about it was shabby but the only reason that it had survived is it had been in a warehouse, in a museum, at least I suspect for 20 or more years. That's the only reason it was still on the road. Anyway. I bought it back in and restored it.

The point being not so much that I loved doing that, but I did it when I was decompressing from fairly demanding roles in business.

The one thing I think you need to be very cautious about is taking cold turkey. You know, you go to work on Friday and on Monday you're retired. Bad idea. Bad idea.

You need something to sort of challenge you and bring you down slowly and that you can do at your own pace over time.

And that's what restoring cars was for me. To be truthful, I don't really like driving them very much. I mean, things have improved in cars in the last 60 years.

Also, oh yes, and you know my challenge and deep satisfaction came from doing the best job I could in restoring these cars.

Int So the first one was the DeSoto, Bessie, and the second one was?

I W Uh, a 1948 Bentley Standard Steel saloon which was Rolls Royce's first car that they made completely in house.

And the third one, and probably the most challenging one, was a 1955 Bristol 405, which is a, was a lovely car, but very delicate. Not for the unwary.

Int So you, you're ideally placed, firstly, as an engineer of great experience, but secondly, in actually having done these restorations, that they would tell you a great deal about manufacturing techniques and what have you. So, the difference between a Chrysler of 1955 and the British vehicles?

I W Well, the thing about it is that a car like the DeSoto, where there were hundreds of millions of dollars spent on tooling, uh, where everything falls together,

LIVING HISTORIES

Ian Webber (ctd)

everything fits. You don't have to do anything because if it doesn't fit then that's a problem.

So at one end you've got this very easily restored car. The other end of the range you've got the Bristol, who produced I think was 265 cars over five years, so that's one a week. Yes, and the point about it is that at that level of tooling everything is special, everything has to be made to fit.

Uhm so, in between was the Bentley where money was no object. There are, there are design solutions in the Bentley, which are just plain ridiculous for the cost of the, of that design solution. Nobody in Detroit would even give it a look! Never get in the front door, let alone into the car!

And so you learn a lot about design philosophy and engineering of how each of these manufacturers, how they, how the execution of those designs were suited to their particular needs and their particular markets.

Int Having seen the highs and the lows of the car industry, what was the car industry, and perhaps manufacturing more broadly in Australia, is there, is there

something as a nation we should have learned from all this?

I W Oh, I think we did. I think everybody says, you know, we should bring the car industry back. You've got to go back and say, what was the car industry like when Holden built the first car in 1948?

It was a very unsophisticated manufacturing economy, and in the intervening 30, 40 years, we built up not only, I mean, let's face it, the latest Ford Ranger, I think, are done by design teams, designed in Australia.

I mean, this is a huge step forward. Those resources, that capability evolved over time in Australia. That capability is still here. It is still being used.

It's the same with the component industry. The component industry grew up around the automotive industry, but it's continuing on, it is supplying components internationally in many cases. But the skills that have been developed, they're not going to go away.

I mean the thing about the Americans is they are very generous in technology transfer and they really, they really created a capability in Australia.

It's regrettable, when we lost the car industry but the car industry today, the technical demands are so huge and the financial cost of achieving those demands, particularly in safety, emissions, things like that, are absolutely crippling. Even large companies are finding it hard to pay the bill, let alone the others.

On a good year, Holden probably produced 120, 150,000 cars a year. That's, uh, that's minute in world terms and in the end I think, and unless you find a niche, and maybe that's a thing we could have done but didn't do, uh, where those costs can be absorbed by cars that are in the higher price brackets, it was inevitable that this day would come. I'm sad to see it.

Int On that, sobering note, and on behalf of the Chrysler Restorers of Australia, I'd like to thank you for all the time you've put aside to create this living history and for your many, many previous gifts to our club. Thank you very much Ian Webber.

I W Pleasure on all sources I can tell you that.

Int Thank you.

END



Ian Webber's Bessie at 2003 Bay to Birdwood

MOPAR MECHANIC

Hong Kong Phooey

The cautionary tale of the “no name” white box from China.

Let me start by saying I know just enough about how cars work to make me dangerous and my dear old dad is probably still spinning you know where about all he failed to teach me and my penchant for resorting to bigger and bigger hammers when finesse is probably more prudent.

The left hand image below is for a PBR branded VH44 remote brake booster suitable for a drum brake front end. Its interwebby thingy price as I write this is \$498-95 plus, plus as these things are.



The right-hand image is offered for sale by a supplier who specialises in Chrysler/Valiant parts and is still marketed as a VH-44 and it has the same patent number as the other but it is offered at \$206-00 less loyalty point plus, plus as these things are.

H'mmm what to do? The S (Vaughan) Series is not used that much and the parts “look” identical and probably come out of the same factory so ...I'll save the \$300-00 thanks.

So five years or so back with the kind assistance of a club member who'll remain nameless, good on you Bruce, the Chinese knock-off was duly fitted to Vaughan. It works/worked just great to Cowra and back, club runs, family outings, McLaren Vale and points in between and certainly beyond any likely warranty, until returning from the Australia Day run.

Now some might say I drive it like I stole it and I have just had a new metal knee in the right leg but I was still a little unnerved by what occurred. Not far from home the car started running rough at low speed and wouldn't idle at traffic lights. I thought the brakes were getting a little heavy but my leg and back

were tired so home we pressed.

I started the car on choke the following day and there was a roaring noise coming from the engine bay. Carby was still firmly attached, manifold likewise, so I resolved that another day when back and leg are less tired further investigation required. Thinking time, Google time, always dangerous.

When that day arrived I determined that the noise was vacuum and started following pipes. Imagine my surprise when I found the remote brake booster tank in two halves with the clamp still attached to the front half! How exactly does one “explode” a vacuum tank? The ring clamp is tightened by way of a bolt and two nuts and it was still reasonably firm on the front half of the tank. I had to undo it all the way to get it off in order to rebuild the train-wreck of the innards of the booster.



That duly done it was all reassembled and the clamp re-tightened. Now it's fair to say the clamp has done up a good deal more than it was when I found it so my guess is that the two nuts have been gradually unwinding over the years. It's still a mystery to me how the back half of the tank got out from under the clamp but perhaps Confucius or some other Chinaman is keeping that a secret.

Only the starter motor stopped the rear half from falling out as far as I can see as I don't, yet, have a rear bracket on the unit. Given that all the bits were still there it would certainly have been possible to sort the problem under a tree along the road but I didn't find it a great deal of fun. I'm guessing any passengers might not enjoy the wait and the occasional loud muttering but still a roadside job all things being equal.

So Vaughan is running fine again and the brakes are boosted again, but for how long? A few dobs of paint so as to be able to check on things creeping in is order I think plus a rear bracket. Trust now in short supply. I hope that is ok with Confucius.

Jim Dawson

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1942 Dodge Power Wagon (c/- Ron Monck)



1959 Chrysler Royal AP2 (c/- Ron Monck)

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JB 4FCS JB-4FC1S 	Fine Chambray Shirt Short Sleeve Mens S M L XL 2XL 3XL 4XL 5XL COLLAR 38 40 41.5 43 45 47 49 51 CHEST 57.5 60 62.5 65 68 71 74.5 78.5 Ladies 6 8 10 12 14 16 18 20 22 24 Bust 47 49.5 52 54.5 57 59.5 62 64.5 67 69.5	Blue Ladies light blue			\$50 \$44		
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