

BACKFIRE

Volume 53 No 4 August 2019

PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com



Club meetings: 7.30pm 2nd Tues each month. **Clubroom:** Geelong Showgrounds, 79 Breakwater Rd East Geelong.



*Backfire is the monthly newsletter of the Western District Historic Vehicle Club (Reg No A00011857H).
Member of the Federation of Victorian Veteran, Vintage & Classic Vehicle Clubs.*

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President's Piece

Do I feel a little Spring in the air? Perhaps it's just an inner spring in the derriere!
Whatever it is, I think it is an improvement.

This article will be a lot shorter than last time because I used up all my news in a double page edition last month! I managed to get to a couple of events last month: the coffee run to Barwon Heads was well attended as usual and we enjoyed lovely views out to Bass Strait while sipping coffee and eating cakes. I missed the casserole lunch as I was otherwise engaged but I hear that it was again a great day. Thanks to the ladies and others involved in making it a success.

I also found time on my hands to clock in on the Tinker Day. I was alarmed at extent of Graeme's chronometer collection and had to stop and watch carefully as he showed us around his place. He had some large clocks and some minute ones as well! I think he was really happy to have us there as he had a big smile on his dial as he tolled us about his passion. Of course the assembled group of old timers chimed in with lots of questions. Graeme has so many projects to finish he is very fortunate to have so much time available. I just hope his ticker has a few more years in it. It was a thirsty sort of a day so I managed to get a good long drink from an hourglass he had there. We sat down and had hour lunch. I was a bit ticked off I had to go early as I had a second appointment that day. As I was leaving I noticed the concrete garden ornament? Apparently its name is Metro. (Think about it!)

And whilst on the subject of Graham, I was impressed how quickly the "mystery" car in the last edition was not so much a mystery as I thought.

I think that will do for this edition. I hope you've had either a laugh or a groan.

Don't forget the auction coming up at the next general meeting. Bring along some treasures you have cluttering up your garage and let someone else enjoy them for a while. Or, perhaps you are looking for some more unnecessary items for your garage, well come along with a bit of spare change and see if we can help you out.

So once again I have to say, :
"It's get out in your shed or out in your car".

Dallas

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 5934 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 9th JULY 2019

PRESIDING

President Dallas Jones opened the meeting, welcomed 125 members, including new members Phil Abbot and Vlad Furst, to the meeting.

APOLOGIES

Graham Peacock, Syd Clifton, David Mitchell, Lorraine Roach, Keith Murdoch, Daniel Murdoch, Alan Pung, Eva Barwise, Tiny Stonehouse, Col Jordan, Alex Booley, Tim Booley, Stephen Turner, Charlie Mifsud, Trevor Schneider, Pat Evans, Robert East, Noreen Mellington, Graeme Paech, Steve Funston, Wayne Oliver, Len Millar, Clive Shaw.

Moved: Roger Sykes

Seconded: Jim Coates Carried

SICK LIST

None

MINUTES

The minutes of the previous general meeting as published in the *Backfire* confirmed as a correct record.

Moved: Graham Baldock

Seconded: Graham Cameron Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Peter Boast - thank you letter for our thoughts on his recent illness.
- Bendigo Bank -statement of our accounts.
- All About Traffic Management - account for their services for our swap.
- Allsure Insurance - account for renewal of contents.
- Fred & Pam Dosser - thanking the club for our sympathy card on the passing of his brother.

Emails In

- Cobra for sale - Brian 0481 374 024.
- City of Greater Geelong - advising that the Community Promotion sign has a price increase.
- Motor Sport Garage - Secure monitored vehicle storage Furner Ave Nth Geelong.
- Maryborough District Historical Vehicle Club - seeking our views on club attendance rules.
- Vlad Furst - thanking the club for accepting him to be a member.

OUTWARD

Letters Out

- Welcome letters sent to new members approved

at the last committee meeting:

- Ken & Irene McFarlane;
 - Vlad & Lenka Furst; and
 - Phil & Doreen Abbot.
- Vic Roads - informing them that Dianne Lock is a current financial member.

Emails Out

- Maryborough District Historical Vehicle Club - our views from the committee regarding attendance rules.

Moved: Leonie Saliba

Seconded: Libby Booley Carried

TREASURER'S REPORT (Maurice)

Maurice presented his report on receipts and payments since the previous meeting and presented the accounts to be passed for payment.

Moved: Maurice Healy

Seconded: Libby Booley Carried

PROGRAM DIRECTOR (John)

Auction Night next month. Please have your auction items at the hall by 7pm.

LIBRARY (Gary)

Another interesting anecdote from Gary, this time about a memory of a Vice Regal polite exchange with a small boy. A lesson to us all about how easy it can be to set an example to children and the lasting impression you can make.

DINE OUT (Gary)

Nine members said they plan to attend.

EDITOR (Jon)

Thanks to John Hickford for his article in last month's *Backfire*. Jon would be interested in hearing from other members with similar car-related family stories.

WEBSITE (Damien)

No report this month.

FEDERATION REPORT (David P)

No meeting this month.

COMMITTEE REPORT (David M)

Committee members discussed the Club Constitution and potential amendments.

At a future Committee meeting the MG Car Club will be demonstrating the software they use to manage Club membership details.

MERCHANDISE (David M)

No report this month.

GENERAL MEETING MINUTES ctd

TINKER DAY (Ray)

Visiting Graeme Paech at Winchelsea this month. Leaving from Club rooms at 10am.

MARS BAR AWARD (Ray)

After many incorrect suggestions from the members, John Bailey guessed Dallas Jones and took home the Mars Bar this month.

VEHICLE PERMITS (Gus)

- Two members were late in renewing their vehicle permits and so will require new road worthy certificates before applying for new permits.
- One more member's car has been added to the plate scheme in the last month.
- Vic Roads has recently completed an audit of the Club's permit car records. No issues or concerns were raised.
- Dallas Jones spoke briefly on his clubman special on display at the meeting. Dallas purchased the rolling chassis from near Ballarat. He has now completed the excellent build with a 1972 Capri motor and Escort gearbox.

CRAFT NIGHT

Craft nights continue but with low numbers.

Please come along.

RALLY REPORTS/EVENTS (Rod)

- Dallas went to the Charters Towers Swap when he was on his recent holiday. While smaller than our Swap there was a interesting range of parts for sale.
- Last month's coffee run was a great success with 38 members.
- Damien enjoyed the Castlemaine run and thanked the organisers. Full report in last month's *Backfire*.
- Upcoming events:
 - ◊ Casserole lunch;
 - ◊ Anglesea Run;
 - ◊ Makula lunch;
 - ◊ Dog Picnic; and
 - ◊ Coffee Run.

LONG DISTANCE RALLY (Sharyn)

Start date confirmed for 2 September.

TECH NIGHT (Peter)

Tyres this month.

SWAP MEET (Fred)

No report this month.

KITCHEN (Rhonda)

No report this month.

GUEST SPEAKER

Club member Rob Anderson gave an entertaining talk about his experiences as a pilot.

GENERAL BUSINESS

- John Bailey thanked Jon Breedveld for his continuing excellent work as the Backfire Editor.
- After shopping around Geelong, Karl recommended a particular supplier for Penrite oil.
- Max has filing cabinets for sale. They are no longer required by the Museum.

FOR SALES, WANTED & CONFESSIONS

- Robyn is looking for bumper bars for his truck.
- Contact Fred if you are interested in a 1925 Chrysler Doctor's Coupe.

Meeting closed at 8:27pm.

Next meeting to be held at 7.30pm on 13th August 2019 in the clubrooms.

- Leigh Dwyer

July Feature Vehicle

Dallas Jones' Clubman Special braved the showers to occupy pride of place in the workshop for the June meeting. Dallas brought the vehicle as a rolling chassis from a Ballarat owner whose bad knees prevented him from driving it any longer.

Dallas fitted the 1600 cc engine from a 1972 Capri GT and matched it to an Escort gearbox and diff. The car also sports the basic, open body features typical of these lightweight, extremely responsive little machines.

Dallas says it is a fun little car to drive although he hasn't done many road miles in it yet.

The car weighs only about 550kg. Factor in the power to weight ratio and the front disc brakes and you get a car capable of stopping in it's own length. Dallas said he has already been surprised when braking, even at low speed!



(A further story about the Clubman is reproduced overleaf. - Ed)

The Lotus Seven - the Clubman & its clones

Fun speedsters that punch well above their weight



The clubman is an enthusiast's machine at its basic best. Today, when many sports cars offer all the mod cons including automatic transmission and air conditioning, the clubman car stands in stark contrast at the other extreme. The clubman is the road car that puts the emphasis on sports and has inevitable strong ties with racing.

Long on performance and short on cosmetics; function without frills – that's the clubman car.

Four wheels, an open cockpit and minimal bodywork. Without doors of course, and with a live axle. Nothing but. The clubman car is a machine in which acceleration and handling and braking are everything, with finer points of habitability very secondary. It means less comfort and weather protection and prestige/image pandering than any other car on the road. But it also means more driving excitement and fun per dollar, per kilogram and per litre of engine.

Yet it's not only those things that stand the clubman apart from other types of cars; it's also the fact that the class has a clearly defined "egg" - the Lotus Seven – which effectively was where the whole clubman thing began.

The Lotus Seven is a small, lightweight two-seater open-top sports car produced by the British manufacturer Lotus cars (initially called Lotus Engineering) between 1957 – 1972. Designed by Lotus founder Colin Chapman and has

been considered the embodiment of the Lotus philosophy of performance through low weight and simplicity.

The original model was highly successful with more than 2500 cars sold, due to the attraction as a road legal car that could be used for clubman racing.

And with time they have been over-taken by specialisation, tyre design and suspension development.

The jungle of safety regulations made it increasingly difficult to play the road role. That's where the similarities ended.

As for the production in Australia constructors, Nota Engineering's Guy Buckingham in Sydney, and Elfin's Garrie Cooper in Adelaide, were clearly Lotus-influenced in their early cars. Guy Buckingham, who emigrated from Oxford, had known Chapman in the latter's 750 Motor Club days, and the early Notas were strongly reminiscent of the Lotus 6. Garrie Cooper, as distinctively Aussie as Guy was a Pom, nonetheless had built his share of clever Austin 7 specials and was emerging as a serious manufacturer – with a batch of sports cars evocative of the Series One Lotus Eleven.

After Lotus ended production of the Seven, Caterham brought the rights and today Caterham make both kits and fully-assembled cars based on the original design. The Lotus Seven design has spawned a host of imitations on the kit car market, over 160 companies have offered replicas or seven type cars over the years sometimes they are also called clubman or "Locost".

- Graham Pretlove



A Life on the Wing



Our guest speaker at the July meeting was fellow club member Rob Anderson, who spoke to us about his 25 year career in aviation.

Rob's obvious enthusiasm for flying and commitment to a job that still fully occupies him shone through in an entertaining and engaging talk. Rob presented a slideshow to support what he was telling us and through this he detailed an interesting series of jobs that eventually led him to flying.

Rob currently flies Dash 8-400 planes, with most journeys being under an hour and linking the state capitals to regional centres. This has seen Rob flying all over Australia, with typical destinations now including Devonport, Canberra and Tamworth. After giving an entertaining rundown of his career, starting in light planes and training in the local area, Robert took questions from the floor.

Rob confided that one of the dangers of flying these routes is that as a pilot you could get bored in mid flight because essentially there was little to do. He said that the take-offs, landings and turnarounds were the busy times (turnarounds are the short periods when a plane is on the ground and is cleaned, serviced and prepared for the next flight). However when George (the autopilot) is flying (from 1000 feet and upwards) there is not much for the pilots to do. The systems are designed so that when landing the pilots must fly the plane once it reaches 200 feet above the ground, however for much of the rest of the journey the computers take over.

When asked about the phenomenon of wind shear Rob said this was not an unusual occurrence, with sudden drops typically not being very great. However he invited us to consider the impact of dropping suddenly from only a few feet above the ground, to illustrate what the effect might be like in a plane. He said he had only had one incident of wind shear where a flight attendant was thrown forward and injured. All this was a great encouragement to observe the seatbelt signs when they illuminated. He said that with particular wind conditions over the hills near Melbourne and Canberra, windshear could occur when approaching or leaving these airports.

Rob said that while planes can have a very long service life, they were constantly rebuilt. The plane may see between 50,000 and 100,000 flying hours. However in that lifetime only the basic bodies remain. All the component parts would be routinely changed over regularly during that time.

Funds Buy New Carts for Andrew Love

Sharyn Harris, Barb van Galen, Libby Booley and their husbands organised a fund-raising lunch for the Andrew Love Cancer Centre at our clubrooms on 14 April.

Their goal was to raise \$3,000 to buy a needed piece of equipment. After an extremely successful day they had exceeded their goal and raised \$5,375.

Recently the ladies presented the centre with three new Patient Treatment Carts.

Claire Eats, from the Andrew Love Centre, said the carts would be welcomed by the staff on the Day Ward at the Centre. The carts are on wheels and are all used daily.

They provide easy access to medical supplies when treating patients, instead of the staff walking back and forth to a main station.



Photo: Libby, Barb, Teena and Sharyn with one of the new mobile patient treatment carts

When flying to some of the more remote northern destinations beach landings were sometimes required. Rob said that pilots looked for the small round balls of sand deposited on the beach by hermit crabs. It was always tricky to find a suitable stretch of sand between the high and low water marks however the presence of these little balls of sand indicated a perfect area on which to land.

- Ed

CALENDAR OF EVENTS

WDHVC EVENTS

See also -
calendar summary
on back page.

1 AUGUST - THURSDAY

MORNING COFFEE RUN. Meet at clubrooms at 9.45am sharp.
Contact: Rod Booley 5281 5340 (0417 021 982)

2 AUGUST - FRIDAY

BACKFIRE FOLDING MORNING 9am Clubrooms
Contact: Peter Telfer 0427 526 938

11 AUGUST - SUNDAY

MILITARY MUSEUM VISIT Lunch at the Malaga Cafe at 11am, 166 Moorabool St, followed by a visit to the Military Museum, 200 Moorabool St. at 1pm. Entry by gold coin.
Contact: Rod Booley 5281 5340 (0417 021 982)

13 AUGUST - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms. **"Auction Night"** Clean out the shed and donate unwanted items. Profits support the club activities. Bring items at 7pm.
Contact: John Bailey 0413 258 302

14 AUGUST - WEDNESDAY

DINE OUT 6.15pm Peninsula Hotel, 195 Bellarine Hwy, Newcomb. Slip your hand down the back pocket of your trousers, grab a note and come and join us.
Contact Gary McCredden 5275 2544

15 AUGUST - THURSDAY

TINKER DAY. Starting at 10am from our clubrooms. John Hickford and Frank McKenzie have invited us to visit them and have a look at what they are up to. The plan is to visit the workshop that John uses to play in and then move on to Frank's place for an open fire in the back yard. There will be some snags and bread to throw on the hot plate, but BYO everything as usual, chair, mug, thermos and tucker. Be prepared for a good and fun day out. P.S. I am in need of more places to visit for Tinker Days, we have been Tinker Daying for 12 years now. Please pass on your venue clues to me and I will check them out for visitation. Thank you all.
Contact: Ray van Galen 5278 9368. Mob. 0411 954 865. Barb's Mob. 0408 664 537

20 AUGUST - TUESDAY

COMMITTEE MEETING 7.30pm. Clubrooms.

25 AUGUST - SUNDAY

PUPPY DOG PICNIC Meet at Clubrooms at 11am. Bring your beloved pooch out for a picnic at the Bellbrae Reserve. BYO Everything, including your poo bags.
Contact: Rod Booley 5281 5340 (0417 021 982)

26 AUGUST - MONDAY

SEPTEMBER BACKFIRE DEADLINE *By 5pm please.*
Contact: Jon Breedveld 0417 311 441

27 AUGUST - TUESDAY

CRAFT/TECH NIGHT **Craft Night topic is "Card Making". Tech Night topic is "Upholstery".** Be there around 7pm to set up for a 730pm start. All welcome: females, males, members, visitors. You can even bring your mother-in-law! Both groups now share the main hall, which is even preheated for you in this cold weather. (See how much I love you good people!)
Contact: Peter Telfer 0427 526 938

2 - 10 SEPTEMBER

LONG DISTANCE RALLY TO ALBURY.

We will travel to Wangaratta, Albury, Temora, Yarrawonga and Echuca. There will be lots to see and do and great company. If you are interested please ring *Sharyn 0417 546 089*

5 SEPTEMBER - THURSDAY

MORNING COFFEE RUN. Meet at clubrooms at 9.45am sharp.
Contact: Barb Van Galen, 5278 9368 (0408 664 537)

15 SEPTEMBER - SUNDAY

TBA next meeting

29 SEPTEMBER - SUNDAY

RUNNING BOARDS & FOOT PEGS RALLY

An outing for pre-1950 vehicles. A short run around Geelong Area. Meet at Geelong Motor Museum, Hamlyn Heights, 10.30am. All club vehicles welcome. More details at the Sept meeting.
Contact Simon Anderson 0414 482 241

OTHER EVENTS

LAST SUN EVERY MONTH

Werribee & District Collectable Vehicle Club Inc meet.

9am to noon (weather permitting) car park cnr. Cherry St & Kelly St Werribee. Free entry. Have a bite to eat and a coffee. Talk car stuff with car-minded people.
Jeff 0412 705 245. John 0407 546 235.

Quotes About Cars

"I'm all about sharing the road with other drivers—as long as they use the part that's behind me.

-- **Author Unknown**

CALENDAR OF EVENTS

See also -
calendar summary
on back page.

OTHER EVENTS

27 OCTOBER - SUNDAY SHOW AND SHINE & PAWS in the PARK

Willys Overland Club of Victoria and Macedon Ranges & District Motor Club Inc. Show and Shine with the Gisborne Veterinary Clinic annual fundraiser day, "Paws in the Park". All money raised goes to local charities. Have a walk through Gisborne's Botanical gardens with your dog. Entry with car \$5 per car and \$5 person to join the walk.

Contact: Kalinda McIntyre 5428 2805 (AH 0430 373 494) or email pawsinthepark@gisbornevets.com.au

- Rod Booley

VALE - TIM SPURGEON

Tim Spurgeon was a founding member and first president of Western District Historic Vehicle Club.

Tim passed away at his home in Tunbridge Wells, United Kingdom, on the 16 July 2019, aged 87.

Tim brought his family to Australia in 1958, as a "Ten Pound Pom" - to Woolsthorpe, near Warrnambool, sponsored as a farm hand.

They moved to Mortlake, then to Camperdown, where he had various jobs. They later moved to Geelong, where he sold cars and insurance. He owned Moolap Panel Shop. Tim had numerous cars.

Around 1985, they moved to Marnoo, near Stawell, where he was a rep for Strata Welding Products. In the late 1980's, they moved to Clunes, still working for Strata. They later moved to Florida Gardens, Queensland.

After the passing of his wife, Pat, he returned home to Tunbridge Wells, where he did various weddings, "pretending" to be a chauffeur. Every so often, he came back to Australia to visit family and friends. He enjoyed travel and "car boot sales".

He passed away at home, from a heart attack.

His daughters, Bev and Rachel, and son, Jason all live in Australia.

I am grateful to his daughter Bev and her husband Mick for letting me know, and for helping me with this write up.

- Peter Telfer

On Monday 17 April 1967, the Geelong Advertiser reported on the creation of the WDHVC, quoting its first president, Mr T W Spurgeon.

In 1968 Tim was listed as owning the following club cars:

Mr T W Spurgeon – 1917 Spyker, 1952 Mark 6 Bentley.

-Ed

GEELONG ADVERTISER, MONDAY, APRIL 17, 1967

HISTORICAL VEHICLE CLUB

Increasing interest and activity during the last three years has prompted the formation of the Western District Historic Vehicle Club, which will have Geelong as its headquarters.

The president of the club (Mr. T. Spurgeon) said yesterday that at least 100 vintage and veteran cars owned in Geelong would be eligible to join.

The club hopes that many of these people will attend a special meeting at 7.30 to-morrow night at the Highton Progress Association Hall, Rutherford Road.

Although several clubs and associations already in operation in Australia cater for vintage and veteran car enthusiasts, there is no facility in the Geelong area.

Several enthusiasts, led by Mr. Spurgeon and Mr. D. Doman, of North Valley Road, Highton, initiated two organizational meetings, following which to-morrow's gathering was decided upon.

The W.D.H.V.C. already has about 15 members, who own a total of 20 vintage cars and motor cycles between them.

These include a 1922 Packard, 1926 Rolls Royce, 1933 Austin 7, 1912 Adams, 1914 Spyker, 1904 Clement Talbot and one first world war job driven Douglas motor cycle.

Anybody interested in the preservation of historic vehicles can join the club, which stipulates that "vintage" or "veteran" cars must be pre-1945 models.

The cars would be scrutinized to ensure that they meet the high standard of preservation and condition demanded by enthusiasts.

Of the present 15 members, four are from Colac. The club believes it also will recruit enthusiasts from Melbourne and as far away as Warrnambool.

Further information can be obtained by phoning Mr. Spurgeon (46218), or Mr. Doman (57782).



Some of the vintage cars owned by members of the club. Left to right: 1912 Adams, 1914 Spyker, 1904 Clement Talbot, 1922 Packard, 1926 Rolls Royce, 1933 Austin 7 and 1917 Rolls Royce.

New Backfire Deadlines

The deadline for material for inclusion in Backfire has changed from a Friday to the following Monday

Copy deadlines for the rest of 2019 are:

Sept Backfire 5pm Mon 26 Aug

* Oct Backfire 5pm Mon 23 Sept

* **Note: Editor away so Gus Giustini will be stepping in for October edition.**

Nov Backfire 5pm Mon 28 Oct

Dec Backfire 5pm Mon 25 Nov

The views/comments expressed in the publication of this newsletter are those of the individual contributor and are not necessarily endorsed by the current Committee of the Club. Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any loss or injury incurred by any application of such information.

RALLIES & RUNS

July Tinker Day

This month we had the pleasure of a tour out to the home of Graeme Paech. After following the tour director (Ray VG who didn't follow his own directions) we did a bonus circuit of downtown Winchelsea and eventually all 36 members did manage to arrive.

First thing that I noticed was that I thought we had arrived at a museum. Graeme has a huge array of clocks and watches, as well as all sorts of equipment - including a jeweller's lathe - to work on them. He has also become a go to person for experts to talk to on anything to do with clocks.

For example if you were wondering if you could make a 3 pole magnet out of one piece of steel, not only can Graeme answer that question but he can also make one for you. Apparently the Americans still don't quite believe it. If you are not prepared for the hour then you might be caught out. Someone did suggest you might need to wear earmuffs when the clocks strike 12.

Apart from the vast collection of timepieces, there were train sets, phonograms, books, models as well as larger items like stationary engines and even a fully restored horse drawn super spreader which has pride of place in the enclosed verandah.



Out in the shed the car collection includes a Chev ute, 1951 Mercedes Sedan (that awaits many hours of restoration) and a Model A Ford. This was a car that Graeme owned many years ago which he has bought back and is in the middle of restoring.

Not only did we get to enjoy the great collection of items Graeme has, he also entertained with some playing on one of his piano accordions while visitors enjoyed their lunch and a cup of tea.

Many thanks to Graeme and family members for a great day out.

- David Mitchell.

- Photos: David & Barb van Galen



RALLIES & RUNS

Casserole Lunch filled the bill

Our annual casserole lunch was once again well supported.

We had a lovely selection of casseroles: chicken, tuna, meatballs, pasta bake, fried rice, scallop potatoes and many more. Plates were piled high and some even went back for seconds.



Then, if that wasn't enough, it was followed by an abundance of beautiful sweets. We had chocolate cheesecake, passion fruit sponge, pavlova, sticky date pudding, bread and butter pudding, trifle, vanilla slice and tiramisu along with slices and followed up with tea or coffee.



There is something very special about sitting and sharing food with such a wonderful group of friends. Well done to everyone who came, and shared a meal. What a fabulous time sitting over a meal, chatting and laughing with fellow club members.

Thank you Barb van Galen for organising this again, and I'm sure we will all be back for more next year.

- Libby

How lucky are we to enjoy plentiful supply of good food and good company. Reading this report made me think about last month's "Soup Kitchen" tinker day, which is held each year as a reminder of the hardships suffered by our forebears during the 1930's Great Depression. Australia suffered badly during the Great Depression, which began with the collapse of the US stock market in 1929 (the Wall Street Crash) and rapidly spread worldwide. Like many countries, Australia suffered years of high unemployment, poverty, low profits, deflation, plunging incomes, and lost opportunities for economic growth and personal advancement. Australian society suffered. Bread lines and soup kitchens helped to feed the hungry. Many hit the road, walking through country areas in search of work. Country folk were used to growing their food, but city people also planted gardens to produce fruit and vegetables. In some urban areas co-operatives used barter systems to share what was available. Some who had lost their homes built shacks on the outskirts of



large cities, in parks, on beaches and even in caves - with authorities turning a blind eye as there were no other accommodation available. - Ed



Road Test

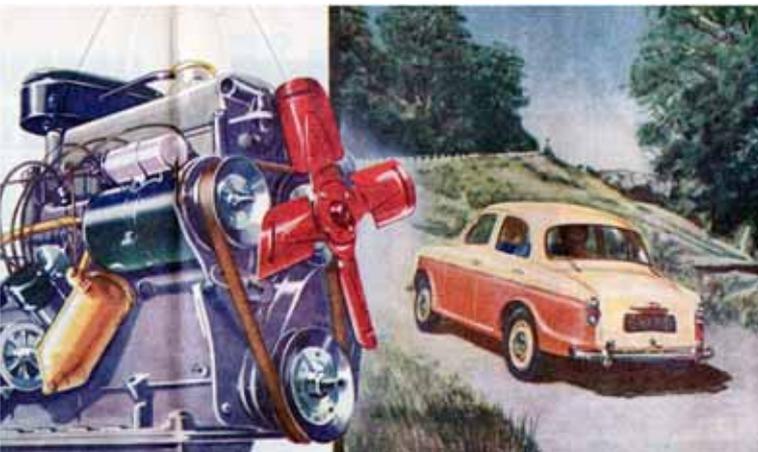
Austin Lancer / Morris Major / Wolseley 1500

Big Performance from Small Cars!

After having tried out the three of them, it's still mighty hard to decide which is the better – Austin Lancer, Morris Major or Wolseley 1500. The Wolseley is the most expensive by about £70 and features interior extras such as walnut strips and built-in heater.

All three are fitted with identical 1489 cc motors and could actually be classified as one car under three different names. The prejudice against small cars in the past from the Australian point of view has been due to the fact that they are underpowered when fully loaded and lack performance, especially in mountainous country.

We decided to put the Lancer to the test and on the appointed day – a very wet, dirty one – we headed for the Dandenongs to try its paces. After a hard day's driving we returned to the office full of praise for its handling and performance qualities.



With an engine developing 50 brake horsepower at 4200 revs a minute it is quite easy for the lazy driver to remain in top gear most of the time on all but the toughest pinches. The centrally mounted floor gear change à la sports car, was a delight to use and if the driver is the enthusiastic type, he can really have fun, and with a little practice, can get through the gears in very fast time.

The seating position is rather high but is not uncomfortable because of the higher headroom. For a tall driver, the gear lever could be a little longer as in our case the driver had to stretch to reach it.

The instrument panel varies in the three models with the cluster being centrally mounted in both the Morris and Wolseley and above the steering column in the Austin. Apart from these differences and the placement of the ashtray the cars are basically identical.

For such a small motor the performance of the three cars is good and a cruising speed of 70 mph can be held for a prolonged time with no apparent effort from the engine. When the road and conditions permit, a top speed in the region of 77 mph is readily attainable and a steering remains light, yet firm throughout.

The best speeds registered through the gears in our car were: second gear – 48.6 mph; third gear – 70.5 mph; top gear – 77.4 mph. From these figures it can be seen that it's a pretty nippy performer for a family car. The steering is as light as a feather and the car is a definite winner for the ladies.

A huge full width parcel shelf is fitted under the instrument panel and provides good storage space for the odds and ends which always accumulate in any car. For the larger articles, a spacious 10 ft.³ boot supplies ample room for all but the kitchen sink.

The spare wheel is also easily accessible and is carried flat in a separate compartment under the boot floor.

SPECIFICATIONS		PERFORMANCE	
Specifications are the same for Lancer, Major and Wolseley 1500			
ENGINE			
Cylinders: 4. Bore: 2.875 in. Stroke: 3.5 in. Capacity: 1,489 c.c. (90.88 cu. in.). Comp. ratio: 7.2:1; developing 50 h.p. at 4,200 r.p.m. Overhead valves operated by push-rods from three-bearing camshaft driven by Duplex roller chain; three-bearing crankshaft; renewable steel-backed white-metal bearing liners; aluminium alloy pistons; renewable element external full-flow oil filter.			
TRANSMISSION			
Borg and Beck single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh engagement on second, third and top gears, giving overall ratios of: 1st, 13.54; 2nd, 9.25; 3rd, 5.12; top, 3.73; and reverse, 17.73; central remote-control gear change lever; final drive by Hardy-Spicer propeller shaft with needle-bearing universal joints and reverse spline-type sliding joint. Three-quarter-floating back axle with hypoid final reduction gear, the pinion is mounted on taper roller bearings.			
SUSPENSION			
Independent front suspension by long torsion bars with vernier adjustment, long kingpins and hydraulic piston-type shock absorbers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic shock absorbers.			
BRAKES			
Lockheed hydraulic fully compensated brakes, operated on all four wheels by pendant-type foot pedal; simple shoe adjustment which simultaneously adjusts the handbrake. The central handbrake lever operates the rear shoes through simple compensating system employing open cables.			
CARBURATION			
S.U. automatic semi-down-draught carburettor fed from rear tank by rear-mounted S.U. electrical fuel pump; oil-bath air cleaner; tank capacity, 7 Imperial gallons.			
Acceleration from rest through the gears:			
M.P.H.		Sec.	
0-30		7.0	
0-40		10.5	
0-50		15.0	
0-60		27.0	
Speed in gears:			
1st	36	m.p.h.	
2nd	48.6	m.p.h.	
3rd	70.5	m.p.h.	
4th	77.3	m.p.h.	
Standing quarter mile		23 sec.	
Acceleration from constant speeds:			
0-30 m.p.h.	6	sec.	
5-35 m.p.h.	7	sec.	
10-40 m.p.h.	10	sec.	
20-50 m.p.h.	16	sec.	
Top Speed:		77.3 m.p.h.	
Fuel Consumption—			
Overall average		36.4 m.p.g.	
Speedometer correction:			
Indicated speed—		30 40 50 60 70 80	
True speed—		30 39 48 59 68 77	

On our test run we wound the Lancer around the curves between Belgrave and The Patch through the back roads to Emerald and at no time did it become unsteady or depart from an even keel. We came away from the test convinced that the riding and handling qualities are well above average and we can thank BMC for making this Australian cars so adaptable to our conditions. Neither the Lancer nor the Major are marketed overseas and being almost the only four seater with four doors available on the market at the price, they are the obvious answer to both the businessman's need of fast and economical travel and the family man's want for a good reliable car capable of taking mum and the kids to the country for the day without groaning up the hills in the middle of summer.

One of the features of the test car was the ability of the brakes to stand hard and prolonged use with no signs of fading or loss of stopping power. The car is equipped with Lockheed hydraulic system brakes and calls for only light foot pressure with completely satisfactory results. The handbrake is one of the better acting pull up type and is convenient to the driver's left hand.

To sum up we found the car to be small but still providing ample accommodation for four adults and their weekend luggage. It returned a good fuel consumption under the driving conditions it was subjected to, and, allied with the extremely nippy performance, should prove to be a winner in all circles.

As can be seen by the chart, torque remains very even throughout the entire engine range and so results in good acceleration and pulling power at any given stage in engine revs.

We also tested the Major with a twin carburettor set up from the Monaro Motors of Melbourne, and find speed and acceleration can be upped by about 8% on the average.

How the Wolseley differs.

In keeping with their tradition of high body and interior trim, the Wolseley 1500 differs slightly from its other BMC brothers. The dashboard is built of walnut instead of plastic and an inbuilt heater is fitted as standard equipment. Price is more £70 more than the Lancer and Major.

- *The Australian Motor Manual, October 1958*



August Auction Action

August is your chance to grab a bargain (or simply to swap the unused items sitting on your shelf for a fresh lot!) Our annual fundraising auction will be held after the August meeting.

So do three things:

1) hunt out those valuable items that are taking up space and you can't use, and bring them **at 7pm**, before the August meeting, so we can list them for sale.

2) pack your loose change and sense of humor.

3) grab a bargain and enjoy yourself!

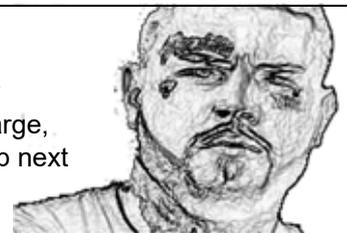
All proceeds go towards the club.

Come early if you have items for the auction, so they can be labelled and sorted.

Contact: John Bailey 0413 258 302

Enough about me

There I was sitting at the bar staring at my drink when a large, trouble-making biker steps up next to me, grabs my drink and gulps it down in one swig.



"Well, whatcha' gonna do about it?" he says, menacingly, as tears welled in my eyes.

"Come on man," the biker says, "I didn't think you'd CRY. I can't stand to see a man tearing up."

"This is the worst day of my life," I say.

"I'm a complete failure. I was late to a meeting and my boss fired me. When I went to the parking lot, I found my car had been stolen.

When I finally arrived home I found my wife with another man. And then my dog bit me."

"So I came to this bar to work up the courage to put an end to it all. I bought a drink, I dropped a capsule in and sat here watching the poison dissolve.

"Then you showed up and drank the whole thing!

"But hell, enough about me: how are you doing?"

- Peter Telfer

Great Mars Bar Competition

The August Competition



"Oh" to be young again and enjoy things like riding a wonderful 3-wheel trike. This member is now still young at heart and has hardly ever missed a club meeting, unlike my primary school friend, "Sweet William". Billy had very wealthy but dumb parents who bought him a bright red trike with a rear running board and lots of chrome in addition to white wall pump-up tyres, for his 5th birthday. It even had a trailer to tow behind it.

Billy loved sweet things, and unbeknown to his old folks, would let anyone ride his *Super Trike* for the gift of a lolly or sugary drink. This shortly led to a case of morbid obesity and type 1 diabetes that required so many injections that his tummy soon took on the look of a flywire screen. His parents couldn't work it out as he ate very little at the table. Soon after all this sugar abuse, his arteries clogged up and he suffered a massive sugar-induced coma that permanently affected his memory. Sweet William saw out his days in the Royal Geelong Institute for Bewildered Children. Poor Billy.

If you can guess who our young man is, then you get to have your very own sugary treat, just like Billy.

P.S. **I HAVE NO MORE** Mystery Member photos, so please let me have some more. - *Ray van Galen*

More photos needed

Please sneak in your photo submissions to:

Ray van Galen
Ph 52789 368,
or
email rbvangalen@gmail.com



WDHVC MEMBER PROFILE



Name?

Karl

Where were you born?

East Germany

Family?

Wife Pauline, 1 daughter & 1 son

Number of years in the WDHVC?

On and off 25 years

Other interests?

Collect anything

What was your first vehicle?

1960 Tank Fairlane

What S J Duesenberg

What vehicles do you have now?

1980 Volvo, 1927 Chev truck & 1960 Cushman

Profession?

Engine fitter, RAAF

Skills?

Handyman

What bugs you the most?

People stopping to chat in doorways or narrow passages

What makes you happy?

At my age, waking up every day!

- Libby

Driving on German Autobahns

Sad Porche drivers

A story told by our German tourist guide.

Autobahn in many parts of Germany has no speed limits. It is not unusual to see Porsche driving at 200km/h overtaking all the traffic. In one section of the autobahn has 300km/h fast train travels parallel to it. The fast train over takes the Porsche cars with the dislike of the Porsche drivers. If you want to overtake a Porsche buy a ticket on the high speed train: it is cheaper and safer.



Speed Limits in Germany

(Summary from Wikipedia: for full article search the heading)

Germany has 50km/h speed limits in built up areas and 100km/h outside the built up areas. Other speed limits are in multiples of 10km/h where required. Some autobahns and other roads have an advisory limit of 130km/h, while driving at higher speeds is not punishable. However, if the advisory speed limit is not observed, then the motorist causing an accident at higher speeds cannot claim unforeseeable events as a defence. Moreover, the law forbids travel at speeds that would extend the vehicle's minimum halting distance beyond the driver's line of sight.

The introduction of a national speed limit for motorways and similar roads has been on the agenda of various political and environmentalist groups for decades, but at present, there are no definite plans on behalf of the federal government regarding the matter. It is like gun control in the USA and whaling in Japan.

Trucks (greater than 3.5tonnes) have a speed limit of 80km/h, and are required to have speed limiters. Trucks (greater than 7.5tonnes) are limited to 60km/h and 80km/h on autobahns. Buses and cars with trailers are limited to 100km/h on autobahns.

Vehicles which cannot sustain speeds of 60km/h on level ground are not allowed on autobahns, but some special exemption for extra large trucks ie self-propelled cranes are allowed.

Further Comments

I did not drive in Europe, only travelled in buses. I am old enough to remember when Victoria had an advisory limit of 50mph (80km/h). The Northern Territory had no speed limit and then 130km/h but this has changed back and forth depending on the political party in government.

- Lindsay Alford

FOR SALES, WANTED & CLUES For Sale

Holden 1967 HR Special sedan. Unregistered. 42k gen miles. 186, 3 spd col shift. Original white paint. 2 tone aqua interior. Some rust in doors & front guards. No accident repairs - no hidden surprises. An original 52 y.o. car. Eng No 186A156978 \$10,500 ONO. Call Bruce 5265 1240. Please leave message if no answer—will return call ASAP. **8/19**

Wanted:

Volkswagen 1200 carburettor. Call Neil Remeus 0415 140 886 . **8/19**

Clues:

Contact Fred Harris if you are interested in a 1925 Chrysler Doctor's Coupe. **8/19**

For sale/wanted ads are free to Members and appear for **two issues** of *Backfire*. To remove advertisements from the [newsletter](#) email earlier editor@wdhvcgeelong.com (Ph 0417 311 441).

Reminder: All vehicles in the "For Sales" must have VIN number & Price or Registration Number & Price, otherwise they will be listed under "Clues". Ads for the 'Clues' section must not refer to any payment that may take place by mentioning an amount or 'best offer', etc.

All ads for cars also appear on the **club web site** where greater detail [and](#) photos (where supplied) can be viewed. To see ads, go to <http://www.wdhvcgeelong.com/wdsale.html>

All ads remain on the [website](#) until you request their removal. To remove an ad from the [website](#), email webmaster@wdhvcgeelong.com (Ph 0418 587 415).

**A tomato family is
walking down the
road, baby tomato
falls behind, daddy
tomato goes back
smacks him on the
head and says
"Ketchup!"**

If undelivered return to:
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 Newcomb VIC 3219

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BACKFIRE



1935 Buick 8 - 40

August 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 Lunch run to Anglesea Hotel. 10.30 Clubrooms	29	30.	31 July	1 Morning Coffee Run 9.45am Clubrooms	2 <i>Backfire</i> folding morning 9am Clubrooms	3
4	5	6	7	8	9	10
11 Military Museum Visit. Malaga Café 11am	12	13 General Meeting 7.30pm Clubrooms Auction Night	14 Dine Out 6.15pm Peninsula Hotel	15 Tinker Day 10am Clubrooms	16	17
18	19	20 Committee Meeting	21	22	23	24
25 Puppy Dog Picnic 11am Clubrooms	26 Sept 2019 <i>Backfire</i> Deadline	27 Craft/Tech Night 7pm Clubrooms	28	29	30 <i>Backfire</i> folding morning 9am Clubrooms	31
1 Sept	2	3	4	5 Morning Coffee Run 9.45am Clubrooms	6	7
	LONG DISTANCE RALLY 2 - 10 SEPT				LONG DISTANCE RALLY	