

BACKFIRE

Volume 51 No 10 February 2018

PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com.au



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



Singer



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 REPORT

Greetings to you all,

I begin with the sad news that one of our life members, Murray Coster, has passed away. He will be missed for his commitment to the club, and such a wonderful sense of humour. Thanks for the memories Murray.

Our new website is up and running, and sure to be of interest to you all. Check it out. Thanks to Gus Giustini for this work.

Our thoughts are with Teena who suffered a heart attack. She is in recovery mode, and is doing well.

What great weather we are having for those summer outings: enjoy!

Cheers,

John.



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 576 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 9TH JANUARY 2018 at 7.30PM

PRESIDING

Vice President Dallas Jones opened the meeting and welcomed 117 members to the meeting. The guest speaker has had to cancel on short notice.

APOLOGIES

Kevin Hunter, Brian Edwards, Barb van Galen, Jennifer Gersbach, Tiny Stonehouse, Noel Simpson, Jan & Brian Clissold, Ron Smeelie, Sandra Batson, Joan Stott, Tim Booley, Paul Strickland, Lauchie Jackson, John Bailey.

Moved: Jim Coates

Seconded: Ray Matthews Carried

SICK LIST

None.

MINUTES

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

Moved: Roger Sykes

Seconded: Graham Cameron Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Vic Roads registration renewal for BBQ trailer.
- Thank you card from Kevin Baker for the Club's thoughts during his illness.

Emails In

- Portarlington Mussel Festival invitation to attend on Jan 13th.
- Steven Funston query on membership. Name added to waiting list.
- Raymond Barr query on membership. Name added to waiting list.
- Invitation to attend the Wycheproof Show Shine and Swap Meet on March 18th.
- Expression of interest from Garry Neil to provide coffee, hot chocolate etc at the Swap Meet.

OUTWARD

Letters Out

- Thank you to Moriac Primary School staff and students for entertainment at Ken and Ethel Shepherd's home.
- Get well cards sent to: Kevin Hunter; Kevin Baker; Judith Matthews; and Mike Hanneysee.

Emails Out

- Advised Steve Funston and Raymond Barr that their names have been added to the membership waiting list.

Moved: Ken Parry

Seconded: Graeme Anderson Carried

TREASURER'S REPORT (Maurice)

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

Moved: Maurice Healy

Seconded: Max McKenzie Carried

PROGRAM DIRECTOR (Dallas for John)

Plastic repairer will be guest speaker at the next meeting.

LIBRARY (Gary)

Last month's *Backfire* reminded Gary of when he brought a new Hillman Hunter in 1968.

DINE OUT (Gary)

Next Dine Out will be in Queenscliff

EDITOR (Jon Breedveld)

The Morris 8 is now in Jon's garage!

FEDERATION REPORT (Cheryl)

Meeting next month.

COMMITTEE REPORT (David)

The last committee meeting was on 19/12/2017. Topics discussed included:

- Merchandise - pens now available;
- Membership – 321 current members;
- New gazebo for BBQs; and
- Vintage Machinery Group request to display on the afternoon of the Swap Meet.

TINKER DAY (Ray)

No Tinker day in January but one will be held in February.

MARS BAR AWARD (Ray)

Despite many hints, Jon Breedveld took home the Mars bar as no one guessed it was him.

VEHICLE PERMITS (Gus)

- A member has recently put his Indian motorbike on club registration.
- Both NSW and SA's club plate schemes now require annual checks.
- Simon Anderson brought in his 1928 Austin 7 to the meeting. The car is a 4-seater 'chummy' model and the last year of magneto-engined 7's. The original owner had the car until the 1970's when it was first restored. Simon has owned the car for approximately 12 months.

CRAFT NIGHT (Linda)

Surprise night this month.

GENERAL MEETING MINUTES ctd

RALLY REPORTS/EVENTS (Rod)

- Max McKenzie reported on the Drysdale car show. This year had the largest attendance in the 8 years the show has been held.
- Coffee Run on Feb 1st will be to Lara.
- Smell the Roses Feb 17th
- Maude BBQ Feb 18th
- Geelong Gift Car Display Feb 24th.

LONG DISTANCE RALLY (Sharyn)

No report.

TECH NIGHT (Peter)

This month will be a welding demonstration.

SWAP MEET (Fred)

See the Committee report above for Swap Meet actions

KITCHEN (Rhonda)

No report this month.

GUEST SPEAKER

No speaker this month.

GENERAL BUSINESS

- Vice Pres Dallas wished Jim Coates, Graham Baldock and Rhonda Foran best wishes on their birthdays

FOR SALES, WANTED & CONFESSIONS

- 1929 Dodge Tourer is for sale.
- 1929-31 Hudson pistons are for sale and a 1927 Hudson owners manual.
- Alfa Romeo cars and parts for sale.

Meeting closed at 8:30pm.

Next meeting to be held at 7.30pm on 13th February 2018 in the clubrooms.

- Leigh Dwyer

January Meeting Feature Vehicle

At the January meeting, Simon Anderson displayed his 1928 Austin 7 and spoke to the members about its history. The car is a 4-seater 'chummy' model with a 3 speed crash box and the last of the magneto engines. Simon has given the 6 volt system a boost by adding bright white LED globes.

The baby Austin has a rare Proport body. According to an Austin 7 forum, 'Holden Motor Body Builders' of South Australia bought the Victorian firm 'Melbourne Motor Body' in the 20's and they also bought the NSW firm of Austin body builders 'Proport' in Sydney. Quite a few Proport bodies have the raised Holden waistline (using panels supplied by Holden) - but the extension of this line onto the scuttle was a Proport idea.

The car was originally bought by a postman from Young NSW, who traded in his horse! He had the car until the 1970's when it was restored by the second owner.

Simon has had the car for about 12 months.

The Austin had been one of 250 cars for sale from a deceased state in Mittagong.

(Following the interest in the LED globes, Simon has kindly shared the suppliers' websites. He says they are very useful, containing some great information.

<http://www.classicandvintagebulbs.com>

<http://www.dynamoregulatorconversions.com>

- Ed.)



VALE - MURRAY COSTER

We were saddened to learn that Club Life Member Murray passed away on 23rd January 2018 aged 86. We extend our deepest sympathy to his son Neil.

Over the years Murray has epitomised the best of this club, always eager to be actively involved in all aspects. It is also fair to say that this Club has been integral to Murray, as much of his life centred around Club activities. He immensely enjoyed all Club functions and willingly assisted in a wide range of duties. Murray was always on hand to help to organise and assist wherever necessary. His dedication to the historic vehicle movement and this Club in particular, saw him spend endless hours organising events (particularly longer distance rallies) and enjoying the fellowship of other members at events.

In February 2004, Ria Eames wrote about Life Member Murray (right) and we reprint it here, as it very adequately summarises his involvement at that time.

Murray trained as a motor mechanic and served a stint as a test driver at the Ford Motor Company. He later became what he described as an "odd-jobolish" as he could turn his hand to any task. He was a "no fuss" sort of a person who just got on with the task at hand. This attribute was never more apparent than his involvement with Club working bees to extend our Clubrooms in 1996, and then again to build the toilets and storeroom in 2000. Murray worked hard day after day and his natural skills and abilities greatly assisted with this task. His XP Falcon ute came fully equipped with all manner of tools and equipment, and the vehicle became affectionately known as "the Club Ute".

Nothing daunted Murray. When the hand dryer in the new toilets appeared to be faulty, Murray took it back to the supplier and used his considerable persuasive skills to have it replaced. When the replacement dryer was fitted in place, it too failed to operate, only for us to discover that the power had not yet been connected to that wall fitting.

Murray liked music and musicals 'but definitely not that modern noise', as Murray would have said. He improvised the installation of a tape player in the Dodge so that he, Ed McClurg and John Whiting could enjoy real music on the long distance rallies.

In recent years, Murray has joined with a dedicated band of workers to assist with maintenance works at the showgrounds – affectionately known as "The Wednesday Warriors". Max McKenzie is also a member of that group and his reflection on Murray follows on the next page.

(Continued page 7)



Murray Coster pictured at the 50th Anniversary vehicle display in March 2017

BACKFIRE Volume 37 No.10 8 February 2004

MURRAY COSTER WESTERN DISTRICT HISTORIC VEHICLE CLUB LIFE MEMBER.

Murray Coster was elected and presented with his HONORARY LIFE MEMBERSHIP of the Western District Historic Vehicle Club at the September 1996 monthly club meeting. Murray had just returned from an overseas trip to Italy and greater Europe and so was taken by complete surprise when he was presented with this prestigious award at this meeting.

Murray and Marj. Coster joined the W.D.H.V.C. late in 1974, but sadly Marj. passed away in December 1992. Murray has held many positions throughout his membership years and one of these was "Tea Lady", a job he enjoyed and which suited him to a "Tee?". Murray has served as assistant Club Captain, was apprenticed to Val Stocks as Vehicle Safety Check Officer and when Val moved to Cohuna, Murray took over as Chief Vehicle Safety Check Officer and held this position for many years, always ready with a friendly word of advice if, and where needed.

Murray has been a club Committee Member on and off for 20 or so years. He has organised many club outings as well as long distance (10 days or more) rallies and if he was not leading the way in his beloved 1929 Dodge (Horace) or 1937 Dodge (Defor) then he was sure to be "Tail end Charlie" ensuring that all rally participants would reach their destination.

He wrote the guidelines for our club rally protocol. Murray and his trusty old 1965 XP Falcon ute were greatly relied upon and appreciated at club working bees. The ute was retired some years ago now, but Murray is still attending club and G.A.P.S. working bees to this day.

Murray is a much valued and popular member of the W.D.H.V.Club not just for his contributions over so many years but also because he is an ever reliable, helpful, friendly and caring MATE and an all round GOOD GUY.

VALE - MURRAY COSTER

Memories of my good friend "Muzz"

- Max McKenzie

My first memories of Murray Coster were when I joined the WDHVC in 1990 when the club shifted from Norlane to the Showgrounds. It was a busy time and Murray and his Falcon Ute were flat out ferrying loads of equipment to our new clubrooms.

I got to know Murray better when working with him on the extensions to the Clubrooms. There was no limit to his skills in the building trade.

We represented the WDHVC at GAPS (showgrounds committee) monthly working bees on Saturday mornings for many years. We both loved the lovely morning teas the ladies provided, but also enjoyed the fellowship and got to know some great people. In 2006 we were both given a certificate of appreciation from GAPS.

In about 2010 GAPS decided to get a team of volunteers to do maintenance jobs at the Showgrounds. They named us the Wednesday Warriors. Murray was a regular worker until poor health prevented him attending. He was a very capable man and skilled at many trades and was well liked and respected by all who knew him. He will be sadly missed by the many friends he made in our club.

The Western District Historic Vehicle Club has indeed been privileged to have had a person of Murray's calibre as an Honorary Life Member. He has served this Club with distinction and we will miss his active involvement.

- Trevor Schneider

Club members have reacted to the news of Murray's passing with personal comments about the help Murray gave them with vehicle restoration projects. Graham Baldock's words (below) typify these.

- Ed

It is with a heavy heart that I recall memories of a long and valued friendship with Murray. He was always helpful, willing to get me out of any problems at the drop of a hat. Nothing was ever too much trouble.

I knew Murray for over 40 years, having joined the club in 1975. I enjoyed many fun-filled club outings in Murray's company. A wonderful friend who will be sadly missed. R. I. P Murray.

- Graham Baldock

WDHVC Member Profile



(This profile was recorded in 2015)

Name?

Murray Coster

Where were you born?

Swan Hill

Family?

1 Son

Number of years in WDHVC?

41 years

Other interests?

Nil just the car club

What was your first vehicle?

1934 Morris Minor Roadster

What vehicle would you love to own?

Top of the range Ford

What vehicles do you have now?

1929 Dodge, 1937 Dodge, 1956 VW Beetle, 1994 Falcon

Profession?

Motor Mechanic

Skills?

Mechanics and sense of humour

What bugs you the most?

Cars with flat batteries

What makes you happy?

Cars with good batteries

- Libby

CALENDAR OF EVENTS

WDHVC EVENTS

**See also -
calendar summary
on back page.**

1 FEB - THURSDAY

Meet at clubrooms at 9.45am.

MORNING COFFEE RUN.

Contact Rod Booley 52815340 (0417 021 982)

13 FEB - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

14 FEB - WEDNESDAY

DINE OUT From 5.30pm. At Moorpanyal Park, North Shore. If coming from the city, take the North Shore/Corio Quay exit and turn right at the roundabout. This is a BYO everything night, however there are four free BBQs and toilets in the park. Brings your togs and practise for the Moorpanyal 1000 swim on 24 Feb!

Dine out news: 40 members and friends had a great evening at Queenscliff, dining on fish & chips and playing quoits, courtesy of Merv Baum. Memories of long ago were revived: thanks Merv!
Gary McCredden 5275 2544.

15 FEB - THURSDAY

TINKER DAY Start time 10.30am from our clubrooms. This time we have been invited to see what Rhonda and Murray Foran have to show us at their place. They live only 5 minutes from the club, so bring out your oldest machine for this run. BYO everything: chair, mug and thermos, lunch, sense of fun, and be ready for an interesting look into what a retired fridge repairer does. If it is really hot, they have a pool, so bring your bathers if you are game!

Ray van Galen. Home Ph 5278 9368. Mob. 0411 954 865. Barb's Mob. 0408 664 537

17 FEB - SATURDAY

SMELL THE ROSES DAY.

10.30am start, **NOT from the clubrooms**, but from **MORIAC**, near the shops and loos. This will save a lot of getting separated at traffic lights in Geelong. The plan is to visit the Martians Café in the township of Deans Marsh via the Cape Otway Road for a well earned hot drink and nibbles. This run will cater for bikes that wish to go faster than the rest or as slow as you like. We will just meet up again at the Café. It can be up to you if you wish to go on to Lorne or beyond after refreshments.

Ray van Galen. Ph 5278 9368

18 FEB - SUNDAY

Meet at Club Rooms at 11am

BBQ RUN TO MAUDE

Contact Rod Booley 5281 5340 (0417 021 982)

20 FEB - TUESDAY

FEBRUARY COMMITTEE MEETING 7.30pm.

23 FEB - FRIDAY

MARCH BACKFIRE DEADLINE

Jon Breedveld 0417 311 441

24 FEB - SATURDAY

Cars to be parked by 10am on the sloped lawn beside Cunningham Pier.

WATERFRONT CAR DISPLAY FOR GEELONG GIFT

Contact Rod Booley 5281 5340 (0417 021 982)

27 FEB - TUESDAY

TECH NIGHT "GAUGES" 7pm to set up for a 7.30pm start at the clubrooms. Bring along speedos, ammeters, volt meters, fuel gauges, temperature gauges, pressure gauges, vacuum gauges, boost gauges, motometers, tachometers, hour meters, etc. Workshop manuals would also be handy, so we can follow the circuits. Hopefully we will have someone in the audience who can explain things for us. Ladies and visitors are always welcome.

Peter Telfer 0427 526 938

4 MAR - SUNDAY

Cars to be parked by 10am on the sloped lawn beside Cunningham Pier.

CAR DISPLAY ON GEELONG WATERFRONT

Contact Rod Booley 5281 5340 (0417 021 982)

10-12 MAR

AVOCA WEEKEND RALLY. 25TH ANNIVERSARY
Avoca Motel is fully booked. If you'd like to join us for this great weekend visiting interesting places, the Pyrenees Motel (mob 0499 009 470) has vacancies, but you will need to book ASAP.

Contact: Gary McCredden 5275 2544.

25 MAR - SUNDAY

Meet at Inverleigh at 9.30am.

FEDERATION RALLY AT MORTLAKE

Contact Rod Booley 5281 5340 (0417 021 982)

OTHER EVENTS- 2018

3/4 FEB

COLAC HERITAGE FESTIVAL

11 FEB- SUNDAY

TORQUAY MOTOR SHOW

16-18 FEB

BALLARAT BEGONIA RALLY

18 FEB- SUNDAY

ALL FORD DAY

Deakin Uni, Waurin Ponds

25 FEB- SUNDAY

HOBSONS BAY MEN'S SHED SWAP MEET/SHOW & SHINE

Plus car boot sale. Apex Park, Altona. 9am—3pm. Entry \$10 per vehicle/stall. Public entry by gold coin donation.

10-11 MAR

CASTERTON MOTOR ENTHUSIASTS CLUB ANNUAL TOUR

11 MAR - SUNDAY

MG CAR CLUB STEAM PACKET DISPLAY

Invitation for WDHVC MG-owning members to attend.

18 MAR - SUNDAY

WYCHEPROOF LIONS CLUB SHOW & SHINE

18 MAR - SUNDAY

PYRENEES HISTORIC VEHICLE CLUB MOTOR SPIRIT MANIA

14 APRIL- SATURDAY

ECHUCA SWAP MEET

Rotary Park, Rose St. Sites \$20. Entry \$5. Call 0456 010 665 echucaswap@outlook.com

29 APRIL- SUNDAY

SWAN HILL SWAP MEET

Showgrounds, cnr McCallum & High Sts. Sites \$20. Entry \$5. Contact: Craig 0419 574 414.

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.

- Rod Booley

Little Larry

A new teacher was trying to make use of her psychology courses. She started her class by saying, 'Everyone who thinks they're stupid, stand up!' After a few seconds, Little Larry stood up.

The teacher said, 'Do you think you're stupid, Larry?' 'No, ma'am, but I hate to see you standing there all by yourself!'

Larry watched, fascinated, as his mother smoothed cold cream on her face. "Why do you do that, mommy?" he asked. "To make myself beautiful," said his mother, who then began removing the cream with a tissue. "What's the matter?," asked Larry. "Giving up?"

The math teacher saw that Larry wasn't paying attention in class. She called on him and said, 'Larry! What are 2 and 4 and 28 and 44?' Larry quickly replied, 'ABC, FOX, ESPN and the Cartoon Network!'

Larry's kindergarten class was on a field trip to their local police station where they saw pictures tacked to a bulletin board of the 10 most wanted criminals. Larry pointed to a picture and asked if it really was the photo of a wanted person.

'Yes,' said the policeman. 'The detectives want very badly to capture him.'

Larry asked, "Why didn't you keep him when you took his picture?"



Magazines for Sale

Old Machinery Magazine

&

Caravan World

Many of each. \$1 each.

Call Eric on 0429 935 373

CORRECTION: The photos of old cars taken by Graham Peacock, featured in the January Backfire, were not taken at the Birdwood Museum. They came from another private collection. - Ed.

The World's Worst Cars?

This month *Backfire* includes a car dubbed a "Financial Failure" in the book *The World's Worst Cars*. Please don't take offence if your car features in this segment - the series is only a bit of fun to add to our magazine. And after all, the views expressed are only one man's opinion!

As taken from *The World's Worst Cars* by Craig Cheetham

FINANCIAL FAILURES

"When it comes to a car being a flop, it's fair to say that a car which bankrupts its manufacturer is a pretty spectacular dud. And many of the vehicles in this selection did just that - huge development costs, appalling sales records and a complete lack of showroom appeal meant their makers could never recoup the enormous investment required to bring the car to market. ...Some did not lose money in themselves, but acquired such an appalling reputation that the damage they did to their makers' reputations meant the losses suffered later on were immense."

CHRYSLER 180/2-LITRE (1970-80)

Specifications

TOP SPEED: 161 KM/H (99MPH)

0-96KMH (0-60MPH) 13.6 SECS

ENGINE TYPE IN-LINE 4

DISPLACEMENT: 1812CC (111CI)

WEIGHT: 1050KG (2334LB)

MILEAGE: 10L/100KM (28MPG)

An Anglo-French collaboration that came as a result of American giant Chrysler buying Britain's Rootes Group and France's Simca, the 180 was designed to take on Europe's finest luxury cars.

In reality, it was an appalling creation. It was dreadful to drive, boring to look at and riddled with corrosion problems, while it also had something of an identity crisis, being known variously as a Talbot, Simca and Chrysler throughout its life. (Centura in Australia?)

Not surprisingly, the 180 was a flop in showrooms, and residual values were so bad that used-car dealers refused to take them in part exchange.

Chrysler lost money on every one it sold, but it had no alternative to offer the market, so the company kept the car in production for 10 years. A dull and undistinguished offering, with no redeeming features whatsoever.

The 2-Litre eventually came into being, not to offer a more powerful alternative to the 180, but instead to provide an engine just about gutsy enough to drag the thing along with an automatic gearbox instead of a manual.

At a Chrysler publicity shoot at the Admirals Cup, Cowes, all the extras drafted in for the photo found something more interesting to look at than the solitary-looking 180. Hardly a surprise they were facing the water looking at the yachts!

The vinyl roof, chrome hubcaps, fog lamps and chrome trim mark this out as the ultra-desirable 2-Litre. A true beauty. Shiny black plastics and cheap nylon trim facings weren't what buyers expected from a 'luxury' car, but that's what they got if they bought a 180.

Chrysler really needed to offer something new with the 180, but instead came out with a car that looked like an emaciated Hillman Avenger.

The 180 used a proven 1.8-litre (114ci) engine. Later cars had a 2-litre(122ci) unite, but these were offered only with a power-sapping automatic gearbox.

180/2-L: A car with an identity crisis.

When Chrysler's European arm was absorbed into Peugeot, the 180 became known as a Talbot. It was eventually replaced by the Tagora – a more than worthy successor, disastrously dull.

- Graham Pretlove



THE NEW VERSUS THE OLD

A run with the latest Barker-bodied Bentley, compared with a 10 year old 3-litre.

- by Brian Twist.

(Reproduced from *Autocar* Mar 30 1934 (Page 546) and contributed by Geoff Day)

Some cars are in a class apart. To own them is a sheer joy, available, alas to only a limited few whose pockets are deep enough. The performance that they give varies according to the type of machine. It is said that money can buy anything. In the car world it can buy superlative performance, or sheer luxury, or a combination of the two. In this latter class is the new 3½ litre Bentley.

My old friend, Mr. Oliver Bertrain, the well-known Brooklands driver, is in the fortunate position of being able to drive, in the course of business, many luxurious and powerful cars, but even he had been impressed by one of the new Bentleys to which had been fitted the latest thing in drop-head foursome coupe coachwork by Barker and Co. (Coachbuilders), Ltd., 66 South Audley Street, London, W1, the whole car costing £1680.



A 1934 Barker body Bentley drophead coupe.

By a coincidence another friend of mine, Mr. W. J. Clennell just home from Bangkok, had acquired an old 1924 3-litre Bentley for use during his stay in England, and had many times told me how this old veteran was going. The old 3-litre was the car with which Bentleys made their name - - the new Barker Bentley is one of the latest productions of the famous firm under their new management. What could be more apt than a comparison of the two?

My comments at this point - there is no mention of what the 3-litre cost and what condition it was in. In 1934 one could buy a 3 litre for £69 - £185. The average wage in England was £189 P.A. and the average house cost £530. To continue with Brian's report.



A 1924 Bentley 3 litre

First of all, by courtesy of Barker's I went out with Oliver Bertram in the new car, a beautiful red coupe. It attracted from the very first by its distinctly sporting lines, allied with a sense of power and luxury. A splendid view is possible from the driving seat, so that the driver can see not only

both side lamps, but both wing tips also - and that without any feeling of the seat being perched unduly high. Twin screen wipers were built into the scuttle with a "remote" motor well out of the way under the dash.

Work of Art

The wings themselves are of particularly pleasing design. One can rarely say exactly what it is that pleases the eye in a work of art, but these wings are just right. So is the well-shaped luggage box at the rear, in the lid of which the tools are neatly laid out. The head is so arranged that either the front seats or the whole car can be opened, the supporting arches being detachable and fitting into special clips in the floor of the luggage box. An interior light is also fitted over the rear seats, with a switch on the dash. Thus with the head erected the car gives full saloon comfort.

The engine (six cylinders. 82.5 x 114 mm, 3609 c.c., 25.3 hp, £26 tax) has a 1½-gallon sump and the petrol tank holds 18 gallons: the fuel consumption is approximately 15 mpg. A spare coil and contact-breaker points are provided and the radiator shutters are thermostatically controlled. The gear lever is on the right - a point many drivers will like - - and a synchromesh mechanism is used for top and third gears, with a constant mesh second as well.

As regards the chassis, the wheelbase is 16ft. 6in. and the track 4ft. 8in., and an exceptionally good lock is available for so large a car (30ft. turning circle left hand, and 41ft. right hand). A hypoid rear axle is used, and at the front there are brake torque reaction members. The wheels are of the Rolls-Royce quickly detachable serrated-ring centre-lock pattern. The chassis weight is approximately 22 cwt.

The day was extremely cold, and I had earned much scorn from the lordly coachbuilders through arriving clad in a leather coat in an open sports car. I was so cowed that I hid my coat in the back of the Bentley, which had the head erected, and set off in an ordinary lounge suit. Now, we all know how cold it can be when, as was the case at the time, a biting east wind is blowing.

But, in London at any rate, the comfort of the draught proof body was such that either I or "Bertie", who was similarly clad, felt unduly cold, and it was not until, having picked up a third passenger, we got out into the open country that we donned our overcoats.

Steering Unaffected by High Wind

There was "half a gale" blowing - or it might almost have been a full gale, whatever that may be - straight sideways across the road. Most cars would, at all events, have needed some keeping straight in such a wind, but when I took the wheel I found the steering not at all affected at either high speeds or low.

THE NEW VERSUS THE OLD ctd

A striking feature of the new Bentley is that it is almost impossible to estimate at once the speed at which the car is travelling; 70 m.p.h. literally felt like 40, and at 90 m.p.h. the car was not fussing at all, purring along smoothly and with an absolute lack of effort. On a long, straight, deserted stretch I reached 95 m.p.h. with absolute safety.

Safety introduces the braking element. The new Bentley is fitted with mechanical servo mechanism as for the brakes used on Rolls-Royce cars. We are familiar with the giant figures, seen in some advertisements of brake linings taking a mighty grip on a car and hauling it to a standstill. Never before have I actually received such an impression - - but a little earlier in London, while Oliver Bertram had been driving, a cyclist had suddenly decided to turn in front of us without warning. "Bertie" put his foot gently on the brake pedal, and there was scarcely even a "phenomenal avoidance" - the car just stopped, not as though it had run into a mass of soft wool, as some have described good braking, but literally as though a giant hand had suddenly closed on the car and pulled it up., giving a sense of control which placed the car still further in a class apart.

The gear change, too, was entirely remarkable from second to third and from third to top. First to second, if necessary, could be effected quickly, but normally was just an ordinary, easy change.

Acceleration Figures

Then Bertram took over the car, and I grasped a handful of stopwatches for some unofficial acceleration figures. (My decimal figures in italics). From 0-60 m.p.h. took 13 12/100 (*13.12*) sec., 0-70 17 4/5 (*17.8*) sec., 0-80 24 ??/100 (*24.??*) sec., and 0-90 37 82/100 (*37.82*) sec., these figures representing the best of a number of runs under varying conditions of wind and a slight gradient - the wind was against downhill and with on the up-hill : 10-30 m.p.h. took 3 60/100 (*3.60*) sec. in first gear (11.3 to 1), 4 72/100 (*4.72*) sec. in second (7 to 1), 7 15/100 (*7.15*) sec. in third (5 to 1) and 9 9/100 (*9.09*) sec. in top (4 to 1). Note owing to the weather and other conditions these figures (uphill and wind with) are not entirely comparable with those set up by other cars in other circumstances.

My comments at this point - How true, speedo not calibrated, stopwatches not calibrated, varying conditions and the author Brian Twist is quoting times to the one hundredth of a second ! A road test of a 3 ½ litre Bentley tourer appears in the Motor Nov 7 1933, under more controlled conditions - quoting some figures from that test - 0-60 m.p.h 18 sec., 0-75 29 sec.

Other figures estimated from a graph: 0-50 14, 70 24. Top speed 91 m.p.h. To continue with Brian's report.

Meanwhile, I was sitting in the back, and having folded down the armrest in the centre, was extremely comfortable. This feeling of complete comfort and security prevailed even when I noted the speedometer once touched 100 mark! On one occasion, when we were actually travelling at 90 m.p.h., I leant forward and noticed the readings of the rev. counter and speedometer, and resting a pad on the armrest of the car, wrote down, perfectly steadily and legibly, "4200 at 90."

A greater tribute to the springing might not have been possible, but Bertram was not satisfied. We took the car to a certain little used "road" in the north of London, frequented by inventors of patent wheel suspension systems, and drove up this rutted and pot-holed surface, with great steel man holes projecting in places, at a steady 40 to 45 m.p.h., actually touching 50 m.p.h. in one place. I was amazed. I can say no more. The Bentley's suspension is perfectly normal, but even had it had the most highly developed independent wheel springing the comfort could scarcely have been greater and I was still sitting in the back!

Next day, with the magnificent handling of the new car fresh in my mind, I met Mr. Clennell, and we set out in the ten-year-old 3 litre Bentley.

I am prepared to wager that no one would take this for a ten-year-old machine either at first or any other glance - save, of course, those Bentley enthusiasts who know each detail that has distinguished the famous marque year by year. Neither the appearance nor the running gave any sign of senility.

The smart two-seater body, fitted about 1928, was polished up to the nines, and the engine gave forth that impressive rumble which all enthusiasts love so much. We called at the Bentley service station, however, for an adjustment to the starter pinion, and while the job was being done I looked at the past history of the car in the Bentley record book, where full details are kept of all the chassis that have ever left the works, as far as information is available when the car passes out of the original owner's hands. There was no question of the vintage of this particular model - there it was with all its history, dating back from 1924.

The old 3-litre has of course, a four-cylinder engine, 80 x 149 mm., 2996c.c. It has two magnetos, feeding two plugs per cylinder, and has two S.U. carburettors, altered on this car to the latter type.

The engine has a five bearing crankshaft, four valves per cylinder, and a 2 ½ gallon sump. There is an 11 gallon petrol tank, and the petrol consumption has been accurately checked by Mr. Clennell to be exactly 20.2 m.p.g. The oil consumption is negligible, in the region of a quart for 3000 miles! The wheelbase is 9ft. 9 ½ in. and the track 4ft. 8in.; the weight of the speed model chassis is 22¾ cwt.

Tractable in Traffic

Unfortunately - or fortunately - no cyclist turned in front of us this time to test our brakes, but the car (one really hesitates to say "the old car") ran beautifully and steadily. More pressure was needed on the pedal, but the brakes were entirely adequate, even if not comparing with the gigantic efficiency of the new car. By using the close ratio gears, which were even higher than those on the new Bentley - - first 10 to 1 on the old, 11.3 to one on the new; second 6.18 to 1 against 7 to 1; third 5.05 to 1 against 5 to 1; top 3.78 to 1 against 4 to 1 - one could travel nicely through the traffic, and when we got out in the open road again the high

THE NEW VERSUS THE OLD ctd

top gear and the big, slow-revving four cylinder engine made 60 m.p.h. a pleasant cruising gait.

It is interesting to compare the theoretical speeds at peak revs on the gears, though one must point out first that the new car would actually exceed these speeds, but the old car, after its 10 years' usage, fell short. As a matter of fact, the 3-litre had a thick compression plate for ordinary touring purposes, the removal of which might have necessitated benzole in the fuel, but would probably have increased the efficiency a great deal.

First, the new Bentley, with peak revs 4,500, first 35 m.p.h., second 56, third 77, top 97; then the 3-litre speed model, at 3,500 r.p.m., first 34 m.p.h., second 54, third 67, top not stated. Actually, the old 3-litre would still do 30 on first, 45 on second, 60 on third, and we reached about 78 m.p.h. on the speedometer in top gear. Also, naturally the new car would reach its speeds very much more quickly, and at the lower speeds on each gear was considerably more flexible. In a series of acceleration tests with the 3-litre, 0-60 m.p.h. took 23 58/100 (23.58) sec., with the wind behind, and 0-70 m.p.h. 38 sec. (ie., about the same as the new Bentley's 0-90 m.p.h.). 10-30 m.p.h. took 5 76/100 (5.76) sec. in bottom, 8 9/100 (8.09) sec. in second, 10 44/100 (10.44) sec. in third, and 14 33/100 (14.33) sec. in top gear.

My comments at this point -

What would £185 get you new in 1934? MG P- type Midget cost £222 0-50 17, 60 23, 33 mpg. 76 mph. (Motor sep 18 1934);

Singer 9 sports £199 0-50 31, 30 mpg, 64 mph. (Autocar Feb 23 1934); Wolseley 9 Saloon £179 0-50 27.4, 30 mpg 57 mph (Autocar Feb 9 1934)

A road test of a 3 litre speed model Bentley tourer appears in the Motor March 3 1925, under more controlled conditions - acceleration from zero is rare in these early tests but motor publishes a figure of 0-35 in 7 4/5 (7.8) sec., 0-55 in 15 sec. and 0-70 in 28.4. Drawing a graph allows me to estimate 0-30 6.3, 0-50 12.5, 0-60 18 sec. Top speed of 82 m.p.h. Speed in gears: 40, 62, 72, 82 recorded by Motor Price 1925 £1125.

To continue with Brian's report.

There was no point in trying Mr. Clennell's old veteran over our appalling "colonial" section - no extraordinary claims are made for the suspension; it is just perfectly comfortable on ordinary roads. The old car was not out-classed. It reflected the glory of the new model, holding its own manfully.

Either car is a machine anyone would be proud to possess.

My comments at this point - I agree.

(The original print is exceptionally faded and hard to read - the square brackets or ? indicate I had to guess or just can't read, small print are comments I have added to original text)

- Geoff Day

Thank you Geoff for sending in this detailed article. Although a long piece, the genteel writing style evokes a bygone era and is perfectly suited to the elegant classic cars being described. - Ed

January Technical Night

David Hamilton demonstrated the "Ultra Bond ®" aluminium repair rods. These rods are an alloy which melts at 380°C (aluminium melts at 660°C) and work like an aluminium solder with flux in the alloy. The composition of the alloy is a secret.

The alloy was developed during WW2 for repairing aircraft. It can join sheet or cast aluminium or build up or fill holes. David had samples of repairs done on aluminium castings and soldered joints to sheet metal. It does not stick to steel or stainless steel but will stick to galvanised steel: it sticks to the zinc, which is bonded to the steel. It will also stick to copper and brass. Samples of repairs included aluminium small motor casting, boat propeller repair, irrigation pipe coupling.

Peter Telfer, who had not had success in using this product, demonstrated it by joining two sheets of aluminium sheets together and filling a hole. First the metal is cleaned with a stainless steel wire brush to remove any oxide. If any grease is present it must be removed first. The parts were clamped to metal together, and then heated with an LPG torch with a wide flame. The correct technique is to heat the metal but not the rods, as the flame will destroy the flux in the rods. The metal is heated and the flame removed and the rod is touched onto the metal. If it is hot enough the rod will melt, if not remove the rod and heat the metal again. It is the heat in the metal that melts the rod. It took a lot of heating to get the metal hot enough. When finished allow to air cool: do not cool with water. To fill holes use a stainless steel backing sheet. Correct technique is important otherwise it will not work.

The "Ultra Bond®" rods are useful for repairing and joining aluminium and are cheaper than welding with a TIG welder. *- Lindsay Alford*



1934 Morris Minor Tourer

Quotes About Cars

"If ever an obsolete term urgently needed redefining, the humble 'glove compartment' would surely win any contest hands down."

— Alex Morritt

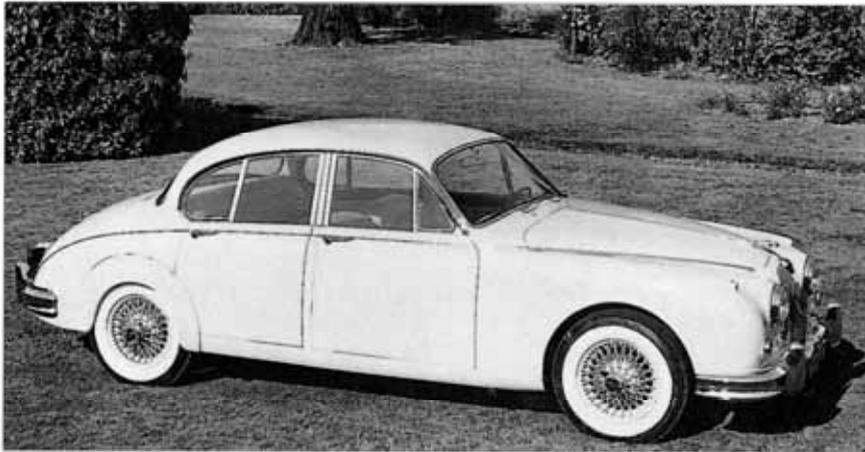
Affordable British Classics

- first published in *Popular Classics* magazine,
November 1999

Jaguar Mk II

AMONG the many cars introduced at the 1959 London Motor Show which went on to enjoy great success was the Jaguar Mk II. Like the preceding Mk I, this medium-sized sporting saloon had a facial similarity with the XK 150, then in the middle of its life. But it was a new car, rather than a reworked Mk I, despite having a bodyshell descended from the earlier car, a similar suspension arrangement and sharing a number of non-exterior pressings.

The motoring world found the Mk II extremely exciting, particularly so when powered by the 2.8 XK engine, which gave it levels of performance unmatched by any comparable saloon. The top speed of 125mph was nothing short of sensational, and so too was the 0-60mph time of 8.5 seconds. On top of that, its value for money was not matched anywhere in the performance car world.



One of the best-looking sporting saloons, the Jaguar Mk II

Three engine sizes were available – 2.4, 3.4 and 3.8 – and there were now disc brakes all round on all versions. The 3.8 had as standard a limited-slip differential.

Although the car was particularly well equipped, and well sorted from the outset, it was given a number of improvements over the years, mainly mechanical. Perhaps the most important, especially when viewing the Mk II today,

was the introduction of an all-synchro gearbox in September 1965, and the switch from Dunlop to Girling brakes in July 1967.

The Mk II faded out of production rather gradually, becoming the Jaguar 240 and 340 over the last 18 months or so of its life. But it had become somewhat old fashioned by Jaguar's standards, especially in ride and handling, and it gave way eventually to the XJ6, which

had lived alongside the Mk II for a while after its introduction in 1968.

Mk II Jaguars need checking out particularly carefully, because corroded bodywork can be very expensive to restore, and badly worn engines can cost a fortune to rebuild properly.

However, a Mk II Jaguar is a truly delightful and very satisfying car to drive

today, and only really shows its age when cornering.

An average Mk II 2.4 can be found for about £5000, but expect to pay up to £17,000 or so for a really good 3.8.

ENGINE/POWER

2483cc/120bhp, 3442cc/210bhp
3781cc/220bhp

SPEED

97mph, 120mph, 125mph.

PRODUCTION 1959-'67/'68

ECONOMY

18mpg, 17mpg, 15mpg

Christmas Outing to the Shepherds'

Some photos taken at the December outing to the Shepherds' place at Moriac. It was a great day by all reports. Thanks you to our generous hosts and the Moriac School for the entertainment provided by the students. (Photos Maurice & Barb Healey)



Moriac students sang for us



(Above) A 100 year old Melbourne made motor bike, currently being re-tired by Ray Matthews.



(Left) David Mitchell checks out Ray van Galen's German motor bike.



(Right) A Griffon motor bike.



Who's been a good boy then?

Great Mars Bar Competition

The February Competition



After some frighteningly fast laps around the yard, this young lass has just invited her younger brother to be the "swing" on the motorbike and side car outfit when they get older and go for the winners trophies at Avalon oval track and Mc Adams Park at Barrabool. The trophies will no doubt go straight to the pool room with all the other mementos of their great feats.

Did they get their trophies? What sort of bikes did they actually ride in later life; did their dog really bite the post man's ankle? Find out next meeting night and come away with a mouth watering Mars Bar.

I have run out of photos for now, please check in the glove box of the old car for some old photos for the competition.

More photos needed

Please sneak in your photo submissions to:

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



SALES, WANTED & CLUES

For Sale



1929 Dodge Tourer. Model DB A 6 cylinder. Light blue with black top. Excellent condition. Includes spare engine and gearbox, diff housing and gears, rear shafts and other items. Full registration until Nov 2018, (Reg DOJA 29. I am looking for \$32,000. Don Jarvie 0429 303 083... **2/18**

Body panels for a LLOYD ALEXANDER T/S. Guards, doors, body minus floor, even a roof. Also various 6 volt car horns. Karl Lorenz 5284 1451 ...**1/18**

1956 Peugeot 203 Panel Van (GMC-238). Fitted drop-down rear seat. Side windows. Lots of extras. Still reg'd. To be sold unreg'd/no RWC. \$14,999.

Set of 5 x 15" tyres with 5 stud wheels \$350 lot.

Set of 4 x 16" LT radial tyres \$300 lot.

Bicycle collection including Penny Farthing, 4 seater quadracycle and others.

Genuine enquiries to Kevin Baker 0406 633 700 or 5248 3032 (after 6pm please). **1/18**

Clues

Swap car for??? Rover Quintet: small, economical car of the 1980s era in outstanding condition, ready for red plate road test. All for something I fancy, now standing in your way in your garage. Sid Arthey Ph 5281 7403 **1/18**

For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the [newsletter](#) email

editor@wdhvcgeelong.com.au (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.au/wdsale.html>

All ads remain on the website until you request their removal. To remove an ad from the [website](#), email webd3sign@wdhvcgeelong.com.au (Ph 0418 587 415)

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.

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 WDHVC
 PO Box 200
 Newcomb VIC 3219

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PP 1000/19091

POSTAGE
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 AUSTRALIA

BACKFIRE



1965 Falcon ute

February 2018

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--|--------|--|--|--|---|---|
| 28 | 29 | 30 | 31 January | 1 Morning Coffee Run – Clubrooms 9.45am | 2 | 3 Colac Heritage Festival |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 Torquay Motor Show | 12 | 13 General Meeting 7.30pm Clubrooms | 14 Dine Out Moorpanyal Park From 5.30pm | 15 Tinker Day 10.30am Clubrooms | 16 Ballarat Begonia Festival (16-18) | 17 Smell the Roses 10.30am <u>MORIAC</u> <u>SHOP</u> |
| 18 BBQ Run to Maude 11am Clubrooms All Ford Day | 19 | 20 Committee Meeting 7.30pm | 21 | 22 | 23 Mrch 2018 <i>Backfire</i> Deadline | 24 Geelong Waterfront Car Display. Park by 10am |
| 25 Hobsons Bay Swap and Show & Shine | 26 | 27 Craft/Tech Night "GAUGES" 7pm Clubrooms | 28 | 1 March | 2 | 3 |
| 4 Geelong Waterfront Car Display. Park by 10am | 5 | 6 | 7 | 8 | 9 | 10-12 Avoca Weekend Rally 25th Anni. Casterton Tour |