

BACKFIRE

Volume 52 No 9 January 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

Happy New Year! Phew the craziest part of the crazy season is over, unless of course you live near the beaches and then it is still pretty darn crazy.

I hope that Santa was kind to everyone. Perhaps some got that new vintage car they always wanted, or maybe some nice bits and bobs for one you have already.

Lots of activities leading up the end of last year, I hope you were able to get along to some of them. I managed the last coffee morning which was well attended as usual. The Christmas outing at Ken & Ethel Shepherd's place had a good turnout despite the inclement weather. Didn't seem to dampen the eating habits of the members but did unfortunately put off the local school kids coming to sing as they usually do. And at this event, our illustrious Vice President got an early Christmas present in the shape of a series 3 Land Rover. You've got some work ahead of you there David. Once again a big thank you to Ken & Ethel for hosting this annual event. The members really enjoy it.

A big thanks to Rhonda and her team for putting together another great Christmas dinner, it is a big task and they take it on every year. It is fair to say that the caterers dropped the ball a bit this year so Rhonda might be looking for some suggestions for next year. Otherwise it was good. I had to leave quite early unfortunately but I left the members in good hands with ex-pres John standing in offering well wishes and sage advice. Thanks John, just as well you are good with that sort of thing!

I've made some progress on my project and have finished the wiring. Only need to wrap it up in the protective tubing and that's a big job done. Soon be time to "wet" it, (oils and other fluids) then have a crack at breathing some life into it. Once happy with all that I'll need to get it to an exhaust place in the new year.

Not much else to report. This is usually where I say get out in your shed or get out in your car. What with the traffic conditions being as they are, probably better to be in the shed.

Happy 2019.

Dallas



Members enjoying Christmas dinner

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 587 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 11th DECEMBER 2018

PRESIDING

President Dallas Jones opened the meeting and welcomed 121 members and visitor John King to the meeting.

APOLOGIES

Frank Anderson, Anthony Underwood, Rachel & Philip Stewart, Tim Booley, Alex Booley, Ray Turner, Kelvin Gray, Graham & Helen Cameron, Lauchie Jackson, Ron Smeelie, Tony Brincat, Brian Latimore, Rob & Shirley Kaub.

Moved: Roger Sykes

Seconded: Libby Booley Carried

SICK LIST

Lauchie Jackson

MINUTES

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

Moved: Max McKenzie

Seconded: Leonie Saliba Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Cheque - for indoor swap site booking.
- The Gordon - account for printing of *Backfire*.
- Federation - Membership renewal.
- Geelong Jukebox Rockers - invitation to attend their Rock and Roll Festival Sunday 6th January 2019 at the White Eagle House.

Emails In

- Phoebe Mitchell - thanking the club for having her as a guest speaker about her swimming career.
- Ron Pocock - seeking the club's assistance for support of the Geelong Museum of Motoring and Industry: to be discussed at the Committee Meeting.
- Peter Norman - Assistant Secretary of the Wedderburn Historical Engine and Machinery Society seeking information on a Day Elder Truck
- City of Greater Geelong - confirmation of booking of roadside signs

OUTWARD

Letters Out

Nil

Emails Out

- Ron Pocock - acknowledging his request.
- Peter Norman - putting him in touch

with the relevant member.

- City Of Greater Geelong - booking of Community Roadside Signs for Swap.

Due to the problems with the website and e-mails I can't guarantee this is all the emails that have been sent to the club this month

Moved: Damien Giustini

Seconded: Rod Booley Carried

TREASURER'S REPORT (Maurice)

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

Moved: Maurice Healy

Seconded: Cheryl Elliot Carried

LIBRARY (Gary)

After checking that there were no shearers present, Gary recited the Shearer's Nightmare bush verse

DINE OUT (Gary)

Next Dine Out will be Queenscliff fish and chips in January

EDITOR (Jon)

Jon thanked Damien for taking on the Editor role while he was on holiday. President Dallas also formally thanked Damien.

WEBSITE (Damien)

With the Committee's endorsement, the Club has changed its web site provider following several recent problems. Please note changed email addresses.

FEDERATION REPORT (Cheryl)

No report this month.

COMMITTEE REPORT (David)

At the recent meeting the Committee:

- Confirmed the Club's Car Boot sale for 24th February;
- Formally thanked Jack Thomas for his work on the Club Buggy;
- Agreed to review heating options for the Tech Night area;
- Approved the purchase a ground cover floor for the Club tent;
- Approved the use of a new web site provider; and
- Agreed to purchase a new engine lifter.

MERCHANDISE (David)

Personalised drink holders now available for pick up

GENERAL MEETING MINUTES ctd

TINKER DAY (Ray)

Thanks to Ken Parry for last month's successful Tinker Day.

This month will be at Ken Shephard's.

MARS BAR AWARD (Ray)

After many attempts, Ron Smeelie was correctly identified

VEHICLE PERMITS (Gus)

- The Club now has 500 cars on the plate scheme. The Club as recently audited by VicRoads with no concerns. Four Clubs (out of the 196 in the State) recently failed the review.
- Over the year the Club has formally contacted VicRoads 24 times and made many, many phone enquires on member's cars.

Colin Chappell spoke briefly on his 1963 Chrysler. The car was owned by the late Ken Parker and so is well known in the Club.

CRAFT NIGHT (Linda)

The Christmas party was a great success. No December meeting

RALLY REPORTS/EVENTS (Rod)

- 38 people went on the last Coffee Run to the Sandstone Cafe in Drysdale.
- The Penny Farthing Show was a great success.
- The BMC Grand Day Out had about 70 Mini's on show.
- 18 member's cars were on show at the Waterfront last weekend.
- Upcoming events:
 - ◊ Children's Christmas Party cancelled this year due to low numbers;
 - ◊ Sausage Sizzle in January;
 - ◊ No Coffee Run in January, start again in February;
 - ◊ Waterfront display 10th Feb;
 - ◊ Car Boot Sale 24nd Feb;
 - ◊ Avoca Run march 2019.

LONG DISTANCE RALLY (Sharyn)

No report this month

TECH NIGHT (Peter)

The Christmas party was a great success. No December meeting.

SWAP MEET (Fred)

- Good bookings for indoor sites, with one still available.
- Thanks to Jack Thomas for his work on the buggy

KITCHEN (Rhonda)

Thanks to all those who brought plate this month.

GUEST SPEAKER

No guest speaker this month. Allen James performing after the meeting.

GENERAL BUSINESS

- Thanks to Jack and Rod for their work on the Backfire cover this month.
- The Geelong Museum of Motoring and Industry is looking for volunteers.
- The meeting thanked Sam for his assistance at the meetings.

FOR SALES, WANTED & CONFESSIONS

- Fred (D) has fitted a Rodeo part to his Packard. What is Korean for 'ask the man who own's one'?
- Gus has purchased the 1926 Dodge Tourer Fred (H) advised was for sale.
- President Dallas wished all members a Merry Christmas and a safe New Year.

Meeting closed at 8.40pm.

Next meeting to be held at 7.30pm on 18th January 2019 in the clubrooms. (Sausage sizzle at 6pm.)

- Leigh Dwyer

Allan Provides Christmas Cheer

Entertainer Allan James had members tapping and singing along to a steady stream of hits from an era that was very familiar to most in the room. A steady stream of quips interspersed the music as he effortlessly moved from one tune to another. Courtesy of a radio mike and computer, Allan was able to move freely about the room—he even disappeared out the back door at one stage, before returning at the side, singing all the while. That had a few people guessing! The music was a pleasant way to end the last meeting of the year - and the bountiful supper that followed was another treat.

- Ed



Packard Prang Prowess

Club member and Packard fan, Fred Dosser, has contributed the following extract from an early American car magazine which published a review of the new Packard sedan in 1952. This extract details an accident that happened after the author had test driven the vehicle.

"Seldom does fate administer misfortune with one hand while tempering it with the other. In this instance, however, the misfortune – having the car seriously damaged in collision – is outweighed by having opportunity to describe first hand the Packard's structural resistance to impact and its bearing on passenger safety.

Tests completed, I was driving to Boston to return the car and, while stopped at the traffic signal, a heavy fuel tank truck – apparently out of control – crashed into the car, opposite the left rear door, with the truck travelling an estimated 35 miles an hour. The impact was frightful and I sat with shoulders hunched while around me rose the sounds of destruction.

The car lifted as though to roll over; at the same time spinning wildly in a counter clockwise direction; then returning to a level position. It continued its spin to come to rest headed in the opposite direction. Somewhat dazed, I looked around expecting to find the entire rear portion of body torn from the chassis. To my amazement it was intact and I was able to unlatch and open the door beside me.

The body was a crumpled ruin of folded and twisted metal from the edge of the left-hand front door to the extreme tip of the tail, and, with the fender driven down over the tyre, movement was impossible. The trunk had been twisted, with the lid sprung open, and, while the large rear window had been forced away from the frame, it was intact. The only glass to suffer was in the door receiving the brunt of the impact, and that, while cracked in 1001 places had not shattered. The unusually heavy body metal had absorbed much of the force of collision without transmitting it to the frame.

All the doors had remain closed and this no doubt can be attributed to the quality hardware employed throughout the body, and this fact alone is responsible for my miraculous escape without any serious injury. Had the left front door sprung open, I would have landed in the street, possibly under the truck's wheels.

As it was, while no injury was apparent at the time, the following day I developed considerable lameness and tender portions of anatomy. After the usual formalities, an attempt was made to free the rear wheel but only with the aid of two bumper jacks could we move the heavy metal jammed against the wheel. Unable to clear it completely, I ran slowly to a nearby garage, where,

with the help of a hydraulic ram, the wheel was given ample clearance, permitting normal operation of the car.

When a heavy truck travelling 35 mph strikes a car broadside, it is only reasonable to expect the frame to be twisted so far out of line as to be undrivable. Here is a car able to continue on its way with the frame and perfectly straight, wheels in line and steering normal. In fact, further examination failed to locate any mechanical damage to chassis, engine or drive units.

The body might be called a total loss and the secret of its protecting action is doubtless slow crumbling effect of the heavy gauge metal which absorbed the tremendous force of the impact. As for its stability, I am certain the low centre of gravity and wider than normal rear tread, prevented the completion of what started to be a role.

The next time I am asked what car offers the greatest chance for passenger survival in case of collision, there can be little doubt as to my answer."

Photo: Although struck with devastating force, the Packard's heavy body construction absorbed much of the impact without damage to the frame. Ted Koopman (the author) sustained minor injuries in this crash, but the Packard's door, remaining closed, prevented serious injury.



It is interesting to consider the difference between the design principles employed in 1952 and those we have now. Both are intended to give protect passengers from collision impact but do so in very different ways. In the 50s overall vehicle size, weight, a solid chassis and a thick metal skin provided passenger protection: now we have seat belts, air bags, crumple zones, monocoque passenger pods, no chassis and the likelihood of the car being written off after even a low speed crash. Rarely could a modern vehicle be sorted with the aid of a hydraulic jack and be driven on its merry way! - Ed

December Feature Vehicle - 1963 Chrysler Royal

In December Colin Chappell brought his 1963 V8 Chrysler Royal into the workshop as our display vehicle. Colin spoke briefly about the car, saying that he used to look after it in the car museum. It formerly belonged to Ken Parker and Colin said was a good road car which he enjoyed driving.

The first version of the Chrysler Royal, the AP1, was introduced in May 1957. It was developed from the American Plymouth P 25 design of 1954, which had itself been produced by Chrysler Australia as the P 25 Plymouth Cambridge and Cranbrook.



Collin's car is an example of the AP3 which was introduced during 1960. The new series was easily distinguished from its predecessors by its vertically stacked quad headlamps and a triple taillights similar to those of the 1959 US DeSoto models. A new pressing for the roof panel was also used. Chrysler's three-speed, pushbutton Torque Flite automatic transmission replaced the two-speed Power Flite automatic of the previous model.

Production of the AP3 ended in 1964. It was available as the Royal four seater sedan and the Wayfarer two-door coupe utility. Buyers had a choice of a six cylinder or the 313 in.³/5.1 litre V-8 engines. The V-8 was identified by twin side trim stripes (the six cylinder version having only one side trim stripe) and a small V-8 badge on the rear quarter panel. By 1963 the design of the Chrysler Royal was a full two generations behind contemporary offerings from Ford and General Motors.

Standard Specifications 1952 PACKARD 300 4 Door Sedan	
Width of front seat measured	57 inches
5 inches from back	57 inches
Width of back seat measured	55 1/2 inches
5 inches from back	55 1/2 inches
Depth of front seat cushion	18 1/2 inches
Depth of rear seat cushion	19 inches
Height of front seat cushion	14 inches
Height of rear seat cushion	13-27/32 inches
Front seat horizontal adjustment	4 7/8 inches
Vertical distance wheel to seat	5 1/8 inches
Head room front seat	36 inches
Head room back seat	35-3/6 inches
Leg room front seat	43-13/16 inches
Leg room rear seat	46 1/2 inches
Width of trunk at top	55 5/8 inches
Engine Specifications	
ENGINE:	
Number of cylinders	8
Arrangement	In-line
Bore	3 1/2 inches
Stroke	4 1/4 inches
Displacement	327 cubic inches
Taxable horsepower	39.2
Brake horsepower	150 @ 3600 RPM
Maximum torque	270 @ 2000 RPM
Compression ratio (standard)	7 to 1
Compression ratio (optional)	7.8 to 1
PISTONS:	
Make	own
Material	Aluminum alloy
Features	Split skirt—plated
Weight	19.575 ounces
Compression rings	2
Oil rings	1
CONNECTING RODS:	
Material	Steel forging
Length C. to C.	7-11/16 inches
Weight	36 ounces
CRANKSHAFT:	
Material	Steel forging
Weight	104 pounds
Number main bearings	5—optional 9
Connecting rod journal dia.	2.250 inches
VALVE TIMING:	
Intake opens	15° BTC
Intake closes	43° ABC
Exhaust opens	53° B8C
Exhaust closes	4° ATC
Firing order	1-6-2-5-8-3-7-4
MISCELLANEOUS:	
Oil capacity including filter	7 quarts
Gas capacity	20 gallons
Water capacity with heater	20.5 quarts
Spark plugs	14 mm
Chassis	
FRAME:	
Type	Channel rails; cross and X brace
WHEELBASE:	127 inches
TREAD:	
Front	60 inches
Rear	61-7/32 inches
WEIGHT:	
Shipping	3875 pounds
Curb	4205 pounds
Overall Length	217 3/4 inches
Overall Width	77-11/16 inches
Overall Height	62-29/32 inches
REAR AXLE:	
Type	Semi-floating
Gearing	Hypoid
Ratio Conventional	3.9
Overdrive	4.1
Automatic	3.54
TRANSMISSION:	
Conventional:	
Number forward speeds	3
Overdrive	yes
Ratios: first	2.43
second	1.53
third	1.00
over-drive	722
reverse	3.16
Automatic Type:	Ultramatic
Number forward speeds	3
Down-shift possible up to	67 MPH
Ratios: first	Torque converter
second	Torque conv. plus 1.82
third	Direct
reverse	Torque conv. plus 1/64
FOOT BRAKES:	
Drum diameter	12 inches
Material	Centrifuse cast iron
Effective area	208.25 square inches
Percent effective rear	40%
Type	Hydraulic 2 shoe—power optional
Linings	Marshall—4112
STEERING:	
Type	Worm and 3 tooth roller
Turns, lock to lock	4 3/4 turns
Ratio	22.3
Wheel diameter	18 inches
Turning radius	22 feet-6 inches
ROAD CLEARANCE:	
At rear axle	8-21/32 inches
SUSPENSION:	
Front	Independent parallelogram
Rear	2 longitudinal-semi elliptic
Shock absorbers	Delco direct acting
TIRES:	
Standard	8.00 x 15

Transmission: three speed automatic.

Suspension: independent with coil springs control arms and telescopic shock absorbers (front) and live axle with semi elliptic springs and telescopic shock absorbers on the rear.

Brakes: four-wheel drum with power assistance.

Tyres: 6.70 I X 15 cross ply.



CALENDAR OF EVENTS

WDHVC EVENTS

See also -
calendar summary
on back page.

4 JANUARY - FRIDAY

BACKFIRE FOLDING MORNING 9am Clubrooms

Contact: Peter Telfer 0427 526 938

8 JANUARY - TUESDAY

SAUSAGE SIZZLE - prior to the January **GENERAL MEETING**.

6pm Start. Enjoy a snag and a chat before the meeting at 7.30pm. Clubrooms.

9 JANUARY - WEDNESDAY

DINE OUT Fish & Chips from the Trident fish & chip shop,

Gellibrand St Queenscliff. Wear your badge and get an extra chip. BYP chairs etc. Time: when you get there.

Contact Gary McCredden 5275 2544

12/13 JAN -SAT/SUN

GEELONG CLASSIC TRUCK & MACHINERY SHOW CAR DISPLAY

9am on site at show grounds. Cars required both days for the display.

Contact: Rod Booley 5281 5340 (0417 021 982)

15 JANUARY - TUESDAY

COMMITTEE MEETING 7.30pm. Clubrooms.

22 JANUARY - TUESDAY

CRAFT NIGHT/TECH NIGHT "LIGHTS". Headlights, Spot Lights,

Driving Lights, Fog Lights. That should stump our washing machine man! Maybe our penny-farthing man can bring along a kerosene lamp that hung from the hub. Our senior members, or owners of senior cars, may bring acetylene lights and/or acetylene generators. Perhaps a Morgan owner can bring along a wooden reflector. Bring along your Oscars and Super Oscars, P700's, PL700's (I had them in my Mk I Zephyr convertible), yellow lights and lenses for the French, LHD to RHD convertors, RHD to LHD convertors, pre focus globes, tungsten globes, halogen globes, LED globes, lenses, reflectors, semi-sealed beams, sealed beams, aircraft landing lights (I had them in my HK Monaro). Maybe our military vehicle enthusiasts can bring blackout lights. Use you imagination. Bring along something ordinary and something different. Our early motorcycle fans can bring along candles, or a jar full of fireflies, or what-ever else they used. Our pedal-power friends might bring along wheel or hub generators, and associated lights, while modern riders might bring those bright flashing/non-flashing lights.

Arrive around 7pm, so we can set up for a 7.30pm start. A plate with food on would be appreciated for supper. Guests and ladies always welcome. Craft Night is also on for the ladies who would prefer.

Come along and join in the fun. Wear your name badge and you get a FREE CHOCOLATE FROG!

Contact: Peter Telfer 0427 526 938

25 JANUARY - FRIDAY

FEBRUARY BACKFIRE DEADLINE By 5pm please.

Jon Breedveld 0417 311 441

27 JANUARY - SUNDAY

VISIT TO THE GEELONG MUSEUM OF MOTORING AND

INDUSTRY - followed by a BYO Picnic Lunch. Meet at the Clubrooms at 10.30am.

JANUARY - SATURDAY

SMELL THE ROSES DAY We can start up the Smell The Roses

rides again in February when thing quieten down a bit.

JANUARY - THURSDAY

TINKER DAY. As per normal, we won't have a tinker day in

January as a lot of other stuff is already happening at that time.

Contact: Ray van Galen 5278 9368. Mob. 0411 954 865.

7 FEBRUARY - THURSDAY

MORNING COFFEE RUN.

Meet at clubrooms at 9.45am, Sharp.

Contact: Rod Booley 5281 5340 (0417 021 982)

10 FEBRUARY - SUNDAY

GEELONG WATERFRONT CAR DISPLAY

Meet at Cunningham Pier at 10.30am. Parking will be on the lawn beside the pier.

Contact: Rod Booley 5281 5340 (0417 021 982)

24 FEB - SUNDAY

CAR BOOT SALE AND BBQ AT THE CLUBROOMS.

Sale starts at 11am. Bring a few things you think your fellow members might be interested in buying.

Contact: Rod Booley 5281 5340 (0417 021 982)

8 -11 MARCH

26TH ANNUAL AVOCA RALLY

Contact: Rod Booley 5281 5340 (0417 021 982)

CALENDAR OF EVENTS

WDHVC EVENTS (ctd)

See also -
calendar summary
on back page.

10 MARCH - SUNDAY

WATER FRONT CAR DISPLAY.

Meet on Cunningham Pier at 10.30am. Parking will be on the lawn beside the pier.

Contact: Rod Booley 5281 5340 (0417 021 982)

Also MG Car Club All British Day on the waterfront. If you wish to show off your British vehicle, please Email - info@mgccgeelong.com.au

10 MARCH 2019 - SUNDAY

ALL BRITISH VEHICLE DISPLAY

We have been invited along with other local car clubs to join a display of British vehicles, organised by the MG Car Club Geelong. We will have an allocated space along the Geelong Waterfront in the Transvaal Square area. Motorbikes are included and there are likely to be over 200 vehicles on display, so should be a great day to come along. Vehicles should plan to be in place by 10am and stay until 3:15pm.

David Mitchell 0409 099 716

17 MARCH - SUNDAY

HIGHLAND GATHERING CAR DISPLAY

Goldsworthy Reserve. 8 older/English cars required please, 11am to 4pm.

Contact: Rod Booley 5281 5340 (0417 021 982)

24 MARCH - SUNDAY

FEDERATION PICNIC AT MORTLAKE

Meet in Inverleigh at 9.30am.

Contact: Rod Booley 5281 5340 (0417 021 982)

OTHER EVENTS

5 JANUARY 2019 - SATURDAY

CRUISIN' THE BELLARINE PENINSULA Assemble 5.30pm; cruise heads off 6pm (All About Traffic Management supervision). 35 kms all sealed roads. Followed by food, refreshments, entertainment at the Drysdale Cricket Club.

6 JANUARY 2019 - SUNDAY

DRYSDALE AUTOPRO CLASSIC CAR & BIKE SHOW

Cars assemble at 9am, show begins at 10am. Food, refreshments, live band, Cool Change, jumping castle for the kids. A real family day out.

12 JANUARY - SATURDAY

PORTARLINGTON MUSSEL FESTIVAL

Car parking behind Port Pier Cafe at the bottom of Harding St, gates open at 6am.

17 FEBRUARY - SUNDAY

ALL FORD DAY Sutcliffe Reserve, Plantation Rd Corio.

17 FEBRUARY - SUNDAY

DAYLESFORD MOTORFEST Victoria Park

www.daylesfordmotorfest.com

13 APRIL, 2019 - SATURDAY

ECHUCA SWAP MEET Rotary Park, Rose Street Echuca

Automotive parts & collectables welcome. Show & Shine display. 200 plus sites @ \$20 per site. On site catering. \$5 entry. Children under 15 free. Gates open: sellers 5am; buyers 7am
Enquiries: 0456 010 665, echucaswap@outlook.com \$500 to local charity.

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

FOR SALE
3 Chassis, 5 Engines—Villiers. Tooling
Jigs and Fixtures for
MINI-CAR
£800
Ring UJ 1497 or write
F. GRAY
293 North Road, Huntingdale, Victoria.

Irish Craic and Humour
**It doesn't matter how big your house is,
how much money you have,
or that you wear expensive clothes.
Our graves will be the same size.
Stay humble.**
irishcraicandhumour.com

Quotes About Cars
"Never drive faster than your guardian angel can fly."
- Author Unknown

Australian Motor Manual—October 1, 1958

The World's Worst Cars?

To finish off this series, this month we take a look at three, three-wheeled oddities that have become collectable cult cars because of their sheer strangeness. Many thanks to Graham Pretlove for his work on these articles.

Adapted from *The World's Worst Cars* by Craig Cheetham

MOTORING MISFITS—the Three Wheelers

"Some cars are truly awful, yet it is impossible to pinpoint why. They are either out of place because they are so obscure, or – worse – are completely wrong in almost every respect. They are motoring monstrosities that should never have seen the light of day Many of them are historically interesting and may even have acquired something of a cult reputation."

BOND 3 WHEELER (1948- 70)

Specifications

TOP SPEED: 56KM/H (35MPH)

0-96KMH (0-60MPH); NOT POSSIBLE

ENGINE TYPE SINGLE-CYLINDER

DISPLACEMENT: 122CC (7CI)

WEIGHT: NO FIGURE AVAILABLE

MILEAGE: NO FIGURE AVAILABLE

In Britain after World War 11, there were legions of buyers who refused to take the newly introduced driving test. Instead, they took advantage of a loophole in the law which allowed them to drive a three-wheeled car on a motorcycle licence, for which there was no exam. Lancashire engineer Laurie Bond catered for their needs with a range of three-wheelers, the most distinctive being the Minicar.

Built to seat two people (assuming they were very close friends), the Minicar was made out of plastic and had a motorcycle engine. It handled badly and the steering was bizarre: if you turned the wheel too far, the Bond would turn on its own axis! Horrid to drive, and a pain to motorists unfortunate enough to be stuck behind one, it was nonetheless a sales success.

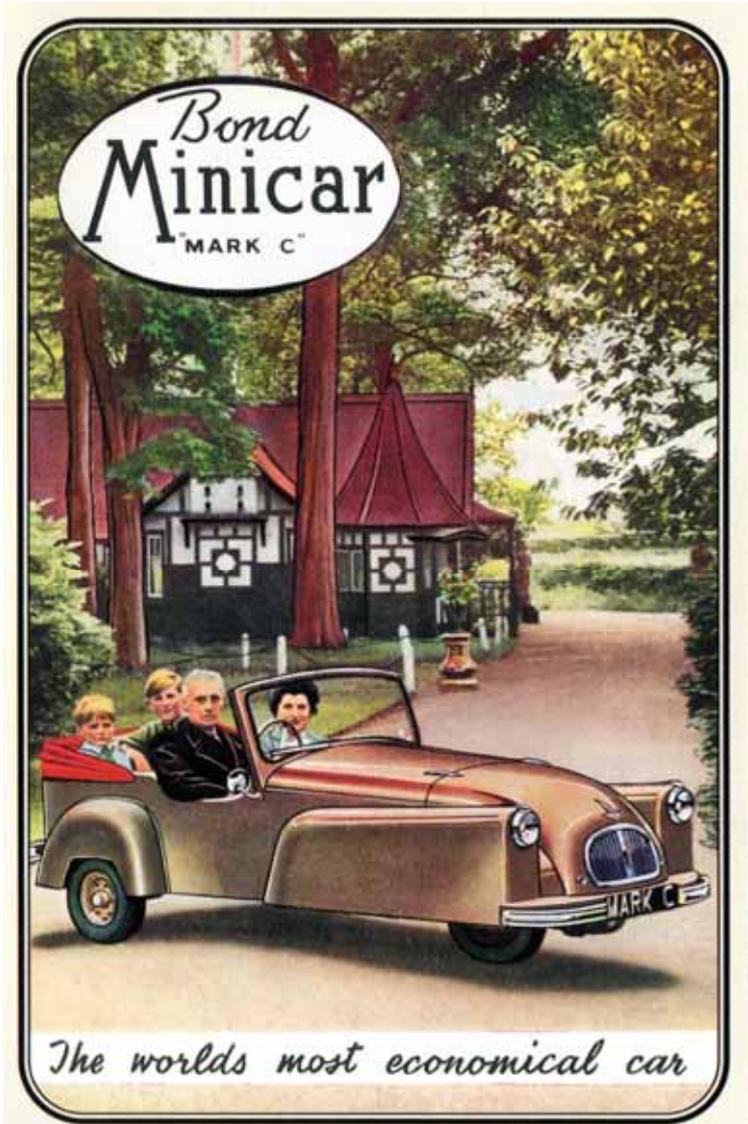
Bond even tried to market a larger version of the bond as a four-seater, and called it the world's most economical car. In reality, it was economical only if you never drove it above walking pace, and if you wanted to carry four people, then the two in the back would have to be surgically removed at the end of each journey, so cramped were the little three-wheeler's hind quarters.

The use of a fibreglass body meant the Bond Minicar didn't rust on the outside, but the steel backbone chassis became weak and collapsed, causing the stressed body to crack.

The steering was linked directly to the single front wheel, meaning you could turn it through 180 degrees. It was possible to turn a Bond round entirely on its own axis.

Creature comforts were at a bare minimum – there wasn't even a fuel gauge, and the space was badly cramped. With four people in the Bond

Minicar one can only assume that the children in the back don't have any legs.



The Minicar was bought only by people hoping to avoid having to take the new postwar driving test. There could be no other reason – it was horrible to drive and hideously ugly.

BOND FOR MUSEUM

In 1955 the London Science Museum has accepted the gift of a five-year old Bond Minicar three-wheeler and has decided to open a new section to depict the progress of Britain's post-war economy cars.

It might have been able to do a U-turn in its own axis, but the BOND MINICAR had absolutely no other redeeming features. But later cars did get better.

BOND Bug (1970- 74)

Specifications

TOP SPEED: 126KM/H (78MPH)
0-96KM/H (0-60MPH); NO FIGURES AVAILABLE
ENGINE TYPE: IN-LINE FOUR
DISPLACEMENT: 748CC (746CI)
WEIGHT: 622KG (1455LB)
MILEAGE: 7.0L/100KM (40MPG)

Britain's two biggest manufacturers of fibreglass cars merged in the late 1960s, with Reliant taking over struggling Bond. It saw the move as a way of experimenting with some fairly adventurous designs without putting Reliant's reputation at risk, and the first and only fruit was this: the completely bonkers Bug. Available in Day-Glo orange, (and



The Bug

thankfully for a limited time only in an even more revolting pea green) the Bug look like a garishly coloured doorstep on three wheels. It enjoyed limited success, but most buyers found it far too ludicrous for their tastes and it was dropped after four years and a build run of just over 2000 cars. The Bond name had become a joke associated with the mad Bug, and it was never reintroduced, its reputation irrevocably tarnished. Yet despite killing its maker, the Bug enjoys a remarkable survival rate. And yes – they're even fun to drive. The performance is quite lively, and providing you don't turn into corners too quickly and roll the thing over, they're also fairly good at holding the road.

For fans of kitsch, there's one really compelling reason to own a Bond Bug, and that's reflected in the prices. For a car that's fundamentally dreadful, the Bug has a far greater collector following than you'd expect.

The rear-mounted alloy engine was taken from Reliant, and gave the Bug what was a surprisingly peppy performance. To climb inside the Bug, you pulled a latch at the front, whereupon the roof and screen lifted away, providing access to the driver's seat.

The exterior is garish enough, and inside the Bug was just as rooted in the 1970s, with acres of black plastic and a leather-bound sports steering wheel.

Despite being Bond's last fateful foray, the Bug is one of those vehicles that has survived because of its oddness. It is now a kitsch cult classic, and more than half of those built are still on the road!



The Reliant Robin

RELIANT ROBIN/KITTEN (1978- 89)

Specifications

TOP SPEED: 126KM/H (78MPH)
0-96KM/H (0-60MPH); 19.6SECS
ENGINE TYPE: IN-LINE FOUR
DISPLACEMENT: 848CC (52CI)
WEIGHT: 522KG (1159LBS)
MILEAGE: 7.0L/100KM (40MPG)

British fibreglass specialist Reliant had an unusual model range to say the least. At the top was the dramatic and imposing Scimitar sports coupe, there was no middle, and at the bottom was the lowly Robin. Possibly the world's most famous three-wheeled vehicle, the tripod of the tarmac was nonetheless a pretty awful car. It had a lively four-cylinder, all-alloy engine, but it was impossible to enjoy it to the full because attacking any corner at speed resulted in the Robin falling over.

As a more stable alternative, Reliant offered the four-wheeled Kitten, which was in all other respects the same car – but, unlike the Robin, you couldn't drive it with just a motorbike licence, and it was priced to compete with other, much more competent small cars.

Nevertheless, both models enjoyed a somewhat remarkable sales success that was enough to keep Reliant in business for far longer than most speculators – or indeed, potential investors – suspected. It seems that the older generations among Britain's population, to whom Reliants were almost uniquely sold, loved the cars so much that they brought new ones more often than was necessary just to keep the things going.

The Kitten was the car built to stay young, but unfortunately the average buyers were well into their sixties.

Power came from an all-alloy engine designed and built exclusively by Reliant. It was quite lively given its compact displacement.

Fibreglass bodies were durable and kept rust at bay – the chassis underneath was so simple that repairs were inexpensive and easy, meaning many Robins and Kittens had a long life-span.

The four-wheel Kitten was surprisingly agile to drive, with handling to rival a Mini. The three-wheeled Robin, on the other hand, was dangerous if cornered at any speed, as the car was all too easy to tip over.

- Graham Pretlove



RALLIES & RUNS

December Tinker Day

What can I say: the most disappointed primary school kids in Victoria reside in Moriac. They have been looking forward to singing their Christmas carols to us all year, and the rain caught us all out. The poor kids could not walk over to the Shepherd's in the rain, and we were not allowed to drive them there either. Most of these kids talk about the little present that they normally get for weeks after the event.

It is the first time rain has held up the carols. But on the bright side, we did have Santa coming over and we all got lollies and we had a fantastic knees-up with the food that was prepared for us by all of Santa's little helpers.

Ken, Ethel and their family have been feeding us for eight years now and we all very much appreciate the effort that goes into the day. Thank you to all the Shepherd's for making such a fantastic day for us all.
- Ray van Galen

Seen at Shepherd's place during the December Tinker day (photos: Gus Giustini)



RALLIES & RUNS

November Technical Night

The craft ladies decorated the food table, the table looked very attractive and we had a feast before the proceedings.

The first special tool was a vacuum gauge use for testing engines valves, also was a hand vacuum pump for testing engine controls. A spanner bent with oxy torch to fit in difficult position Our woodworker had a hand saw setting tool but this was outdone by a vintage band saw setting machine: just turn the handle and it automatically sets the teeth on both sides and automatically forwards to the next teeth.

Robin (known for his penny-farthing bikes) had a vintage, solid rubber tyre fitting tool for bikes and the like. *(The picture (r) was taken at the Geelong Truck and Machinery show in January last year.)*

Our Lancia owner had a collection of homemade tools including wheel nut spanner for a ring nut with slots. The Lancia has front suspension/shock absorber with an enclosed spring. The spring is under compression and can be extremely dangerous if disassembled incorrectly. He had special tools for this and it was explained how to disassemble and assemble the front suspension.

I had a collection of hose clamps and a special tool to remove and refit the wire spring type. I thought it an economy measure but our Engineer said it gives a constant pressure on the hose and is better. Also, the sheet metal spring type which only needs pliers are the preferred method for inline fuel filters according to Peter out filter man. In the white-good repair, I always refitted the spring clamps and had no trouble except where there was no room for the special tool.

Ray had a collection to tools he collected over many years including radius gauges. He also had a couple of parallel closing pliers, and may more in his big box of interesting tools.

Also, there was an inspection camera. It consisted of a camera and LED light on the end of a wire which connected to a mobile phone. It can be used to find water pipe leaks in wall cavities etc. They can be purchased cheaply off the internet. Not recommended for doing a medical procedure on the cheap.

Need to get there early to avoid getting the back stalls. Thank all that brought something along and talked about it.

- Lindsay Alford

November Tinker Day

For the November tinker day we visited Ken & Jenny Parry's place. Ken had his racing Cortina on a trailer ready for the next meeting. It has been modified to meet racing rules such as the ventilation on the sump, roll cage etc. He is making another one from a 4 cylinder Ford.

Ken is also restoring an old Falcon. He has welded in a new floor pan and has painted the body - nice paintwork. The interior trim is still to be refitted. The engine runs well and I expect that we will see it on red plates soon.

Inside there was a collection of model cars and Ken has a story about each. Ken is a Ford man with Ford signs everywhere, but he also has a P76 on red plates.

Lunch was in the backyard. Jenny baked some nice cakes which everybody enjoyed. Overheard: ladies talking at lunch; "Should have an annual visit to clean up the shed".

Thanks to Ken and Jenny for sharing your place.

- Lindsay Alford



FOR SALE BY TENDER

The club engine lifter

Like many of us, getting on in years, but, strong, reliable and still working well.



3 ton capacity. Heavy duty pipe frame. Steel wheels - 360° castors at rear & fixed front wheels.

Written tenders, addressed to the Secretary (secretary@wdhvcgeelong.com), will be received until **5pm Monday 14 January 2019**.

Lowest or any tender not necessarily accepted.

Mick and Paddy
are reading head
stones at a nearby
cemetery.
Paddy says,
"Jaysus! There's a
bloke here who was
152!"

Mick says,
"What's his name?"

Paddy replies,
"Miles, from London!"

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.

WDHVC

MEMBER PROFILE



Name?

Dallas

Where were you born?

Geelong

Family?

Partner Yve, 1 son & 1 daughter, 1 grandson

Number of years in the WDHVC?

25 years

Other interests?

Amateur Radio

What was your first vehicle?

1972 Datsun 1600

What vehicle would you love to own?

1969 Mustang Fastback

What vehicles do you have now?

1938 Plymouth, 1938 Dodge, 1972 C F Bedford Auto Sleeper Campervan, Lotus 7 Club Replica, 1983 BMW R 100 RS

Profession?

Motor Mechanic Teacher

Skills?

Modesty prevails

What bugs you the most?

Pettiness

What makes you happy?

Being around family, good friends and people.

- Libby

Great Mars Bar Competition

The January Competition



The possible thought going through her mind is: "Will I ask Mum to tie Cecil the ram to the Hills clothes hoist to get the grass down or will dad mow it with the old Villiers powered barrel mower?"

The mower is nearly as dangerous as Cecil and smells even worse! Well, we can ask this beautiful little girl when one of us identifies her in our Great Mars Bar competition.

Your guess will win you a monster big Mars bar if you get it right.

More photos needed

Please sneak in your photo submissions to:

Ray van Galen
Ph 52789 368,
or

email rbvangalen@gmail.com



A contemporary illustration of the 1958 AP1 Chrysler

FOR SALES, WANTED & CLUES

For Sale

Chrysler P T Cruiser 2004 150,000 km Red. Auto. Eng no: 4t342447. \$6000 ONO.

Workzone Mig Welder. Gasless. New. All acc. \$200. Call Ray 0415 512 269. **1/19**

1975 Mercedes Benz 230.6 manual drive sedan in good condition. 2.3 ltr. 6 cylinder. Engine No 18095420125998. Good clean car. \$5,000. Call Laurie. 0412 930 445. **1/19**



1974 Mercedes Benz in very good condition. 3.5 ltr V8. Eng No11698222011978. Auto trans. \$16,500. Call Laurie 0412 930 445. **1/19**



1971 HG Kingswood sedan. 186 motor HG0763M \$3500. **1968 HK Kingswood station wagon.** 186 motor 01288D. \$1600. Both vehicles complete and running. Call Ray 0415 512 269 **12/18**

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.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/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).

If undelivered return to:
 WDHVC
 PO Box 200
 Newcomb VIC 3219

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PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA

BACKFIRE



Bond Minicar Type C

January 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	31 December	1 Happy New Year	2 <i>NO Morning Coffee Run, Smell the Roses or Tinker Day in Jan.</i>	3	4 <i>Backfire</i> folding morning 9am Clubrooms	5 Cruisin' Bellarine Peninsula 5.30pm
6 Drysdale Classic Car & Bike Show 9am	7	8 Sausage sizzle & General Meeting 6pm	9 Dine Out Queenscliff	10	11	12 Geelong Classic Truck & Machinery Show Car display. Portarlington Mussel Festival
13 Geelong Classic Truck & Machinery Show Car display	14	15 Committee Meeting	16	17	18	19
20	21	22 Craft/Tech Night "Lights" 7pm	23	24	25 Feb 2018 <i>Backfire</i> Deadline	26
27 Visit Geelong Museum of Motoring & Industry 10.30am	28	29	30	31	1 February	2
3	4	5	6	7 Feb Morning Coffee Run	8	10 Feb Waterfront Car Display 10.30am