

BACKFIRE

Volume 53 No 3 July 2019

PO Box 200 Newcomb VIC 3219
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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

Back from my brief holiday to FNQ where the weather was just a little bit better than it is here. About double actually. Thanks to our VP David for sitting in the big chair and keeping it warm for me.

Yve and I had a terrific two weeks in FNQ with Rod and Lorraine being fantastic tour guides and Tiny being a wonderful host. Rod showed us all around Townsville, Charters Towers and Ravenswood. Rod told us all about his growing up in the area with some very interesting and funny stories.



Tiny took us out to his farm to see his massive collection of cars and parts. A real eye opener. Rod took us to meet Bill, a mate of his. He has a beautiful collection of cars he has restored, all done to a very high standard.

Whilst in Townsville, we were lucky enough to be there for the All English Day. A really good turnout



Rod and I standing on a huge mound of quartz called The White Blow, near the gold fields of Ravenswood FNQ.

with lots of cars and bikes with plenty of drip trays to go around. There was even a Royal parade with the Queen giving us all a wave from her RR.

The next day Yve and I headed off on our own to Cairns and beyond in a car borrowed from Tiny. We took a tourist boat ride to the Great Barrier Reef. This was a big deal for me as I'm not much of a water person. When we got on the boat the Captain came on and told us that conditions were really bad and if we wanted to get off we could get a full refund. This was not a good sign. The ride out was terrible. I knew it was going to be bad when I noticed the staff all putting on rubber gloves and bringing out little paper bags! The bags saw plenty of service: not from us thankfully.

Next day we headed west into the hills. We were very taken by the Tablelands region with its beautiful waterfalls and old buildings. I could easily live there.

- Continued Page 15

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 593 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 11th JUNE 2019

PRESIDING

Vice President David Mitchell opened the meeting, welcomed 82 members and a visitor, John King, to the meeting.

APOLOGIES

Eric Lewis, Ken Blackney, Damian McVilly, Rod & Lorraine Roach, Rod & Libby Booley, Graham & Raelene Pretlove, Vince Fedele, Glynn & Jennifer Gersbach, Dallas Jones, Eva Barwise, Tiny Stonehouse, Ron Jackson, June Millard, Graham Walker, Clive Shaw, Tony Brincat, John Bailey.

Moved: Jim Coates

Seconded: Karl Lorenz 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

- Maryborough District Historic Vehicle Club - invitation to attend their 11th Bi-Annual rally 11th 12th & 13th October.
- Bendigo Bank - issue of new cheque book.
- Indoor swap site - site booking payment.
- Superb Security Services - account for security for our swap.

Emails In

- Corio Waste Management -account for the rubbish bins for the swap.
- Joe Vinci - inquiring about joining our club.
- John O'Connor - invitation to attend mini muster & BMC roundup 8th September.

OUTWARD

Letters Out

- Celia Fletcher - thanking the family for their donations of Lynton's work shop manual collection.
- Dianne Hettick & Doug Trigg - thanking them for the donation of car parts from Ray.
- Welcome letters sent to new members approved at the last Committee meeting - James Park; Damian & Lauren McVilly; Stephen & Jenny Funston; Doug & Jennie Green.

Emails Out

- Joe Vinci - giving details for joining our club. No reply as yet
- Consumer Affairs Victoria - lodging of our Financial Statement

Moved: Damien Giustini

Seconded: Ken Parry 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.

See Swap report below for the event's finalised financials.

Moved: Maurice Healy

Seconded: Max McKenzie Carried

PROGRAM DIRECTOR (David M for John)

This meeting will be a Pie Night

LIBRARY (Gary)

A couple of typically entertaining (unrelated) stories from Gary on external plumbing (domestic not personal) and little boy adventures.

DINE OUT (Gary)

Nine members said they plan to attend.

EDITOR (Jon)

No Backfire issues this month.

WEBSITE (Damien)

No report this month.

FEDERATION REPORT (David P)

David was not able to attend the recent Federation meeting but summarised discussion topics from the meeting minutes. Key issues were carried over to the next Federation meeting.

COMMITTEE REPORT (David M)

At the recent Committee meeting discussions included :

- Pie night funding for the June meeting; and
- Guest speaker for the July meeting.

Committee members are reviewing the Club Constitution in preparation of a general discussion on potential amendments at the next Committee meeting.

David welcomed the new members attending the meeting: James Park; Stephen Funston; and Doug & Jennie Green.

MERCHANDISE (David M)

No report this month.

GENERAL MEETING MINUTES ctd

TINKER DAY (Ray)

Soup kitchen this month at the Club rooms.

MARS BAR AWARD (Ray)

As no one guessed Geoff Brown, he took home the Mars Bar this month.

VEHICLE PERMITS (Gus)

- Five members were late in renewing their vehicle permits and so will require new road worthy certificates before applying for new permits.
- Two more members' cars have been added to the plate scheme in the last month.
- Karl Lorenz spoke briefly on his 1947 Oldsmobile '66' on display at the meeting. Karl recently purchased the restored car from Inverloch.

CRAFT NIGHT

Craft nights continue but with low numbers. Please come along.

RALLY REPORTS/EVENTS (Rod)

- Graham reported on the 125 cars that attended the recent Hamilton rally.
- Fred Dosser enjoyed last month's coffee run.
- Merv Baum said the recent Winchelsea lunch was a great success with about 30 members attending.
- David Mitchell reported on the recent Winton Friday run and the weekend car races. Several members attended including Robin Evan whose magnificent bicycle collection was on display.
- Upcoming events:
 - ◊ Castlemaine mystery run; and
 - ◊ Coffee Run.

LONG DISTANCE RALLY (Sharyn)

Albury confirmed as the base for this year's run. Dates to be finalised with the Committee.

TECH NIGHT (Peter)

Potions and recipes this month.

SWAP MEET (Fred)

Fred again formally thanked the volunteers and the Swap Committee for their work in the event.

Treasurer Maurice provided the finalised Swap costs and the overall profit of \$13,039. Full details are available for member review.

KITCHEN (Rhonda)

No report this month.

GUEST SPEAKER

No guest speaker this month.

GENERAL BUSINESS

- Judith Matthews reported that members have made 18 visits to fellow members who needed support. Please let Graham Pretlove know if you have visited a member or know of a member who may appreciate a visit.
- The earlier report on Winton reminded Ray Matthews of the day 18 Scott motorbikes attended the event.
- Ken Parry asked for help in locating a Costenzo Ford dealer sticker or a photo for one to use as a guide.

FOR SALES, WANTED & CONFESSIONS

- Harold is looking for side lights for his Crossley.

Meeting closed at 8:50pm.

Next meeting to be held at 7.30pm on 9th July 2019 in the clubrooms.

- Leigh Dwyer

May Feature Vehicle

Karl Lorenz' 1947 GM Oldsmobile was parked in the workshop for the May meeting. Karl bought the car from Inverloch, complete with a RWC. His wife liked it and that helped with the purchase. Another reason was that as a young man, he recalled an encounter in Melbourne with some mates in a 1947 Pontiac Silver Streak (which shared a body shape with the Oldsmobile). A taxi had parked very close behind the Pontiac outside Flinders Street Station. The taxi driver was swearing profusely at Karl and his mates. (Don't know why - perhaps they were parked where he wanted to be?) A passer by took exception to the profanity uttered in front of his female partner, so while the taxi driver was distracted the young men took the opportunity to get out of there - fast. Only problem was that the Pontiac was in reverse!

When they finally pulled up in Geelong, the boys found a significant part of the taxi hanging off the rams horns of the Pontiac's tow bar. Karl said this encounter also helped to endear the Oldsmobile / Pontiac to him.

The Oldsmobile is in very good original condition, and still sports the original cloth interior and flathead motor.

The Series 60 was also produced from 1946 to 1948 by General Motors-Holden's in Australia, marketed as the Oldsmobile Ace. The local bodies were completely different from the scuttle back and were the last GM cars to feature "suicide doors".



Just before I die, I am going to swallow a bag of popcorn kernels.

My cremation is going to be epic!

Oakland Memories

John Hickford recalls an old Oakland ute in far east Gippsland

The 1927 Oakland that I grew up with must have been an exceptionally good car.

Photographed (r) at my parents wedding as a dicky seater, then professionally converted to a utility and mostly used for general road use, on gravel and unmade roads, where my mother had to break off tree branches to put under the wheels to get traction, as it regularly got bogged.

My parents lived in a remote area of Victoria called Tubbut, about 75 miles North of Orbost and 15 miles east of McKillops Bridge, over the Snowy River.



Photo (l) of the original ford crossing , through the Deddick River until a car-width bridge was built about seven years later. This shows the Oakland being towed through semi flooded river by horse and dray.

Photo (r) of flooded river over our bridge. My father and myself crossing by flying fox. Quite dangerous, especially when my father would decide to oil the pulleys and got oil on the No. 8 wire that was used to pull us to safely across the river. We had many attempts which were only successful when repeatedly he used his shirt to wipe the pull wire clean.

But really scary to me as a 5, 6, 7 year old was sitting on my mother's left knee, my younger brother on her right knee in the Oakland, crossing McKillop Bridge

and travelling west. Eighty years ago I heard my father discussing the narrowness of the road, saying he doubted whether a car could pass a horse in places.



Oakland Memories

John Hickford recalls an old Oakland ute in far east Gippsland

The inside width of the Oakland cabin being less than a metre wide, sitting on my mothers knee, all I could see was the Snowy River 1000 ft. below. Seemed just like flying.

There was a great flow of water in the Snowy before the Hydro Snowy Scheme was built. This road was 'one way traffic' at nominated times. For many years I had nightmares about falling out of the sky, but always woke before hitting the ground.

The road today is a lot wider, but is described by a 4 wheel drive magazine as 'the most dangerous road in Australia'.

In the Oakland my father and I would drive all around the steep and heavily treed farm with no troubles. It was very reliable as I remember, apart from the carburettor jets that would get blocked sometimes. Dad would disassemble it on the running board and I would tell him if he left something out when re-assembling. When these stops occurred you would listen for another car, but it was dead silence like you have never experienced, except for an occasional bird call.

One night when I was 7 years old my father was driving me to Orbost for a visit, on the now superseded Bonang Highway, and the battery terminal came off. We stopped and there was complete blackness and all we could hear was the river running. Dad told me not to get out of the car, and he lit matches before he got out. He fixed the problem and was astounded to then realise that what we thought was the side of the road was in reality the edge of the road and we were facing the drop into the river. I asked him why he pulled the wheel that way and he said he thought the road turned at that point. Of course Dad was driving blind at the time with the battery terminal off.

The next day was Black Friday 1939. After staying the night in Orbost we took off to Melbourne - 299 miles in the Oakland. I am told I was pretty sick with appendicitis. I only remember one house on fire, but I am told that there were many. I believe 80 people were burnt to death that day.

I still remember the Oakland in 2nd gear churning up the road out of Lakes Entrance. The road was up and down and windy in those days.

We arrived at St Andrews hospital in Melbourne about sunset. As I came in the hospital front door nurses grabbed me and quickly took me to the operating theatre. They put an ether mask on my face and held me down. For a few seconds I saw a circle of stars moving around like planetary gears. I thought I had discovered 'perpetual motion'.

When we needed water to top up rainwater tanks and for sheep dipping, my father would jack up the back wheel and remove the rear mudguard and put on a flat belt to a water pump. This worked well except for hard leather foot valves. No sheet rubber in those days.

Dad joined the Army, sold the farm, my pony and the Oakland, and we went to Melbourne to live during the WW2 years.

Years later I met the brother of the Oakland buyer and asked him what happened to it. He said they took the back axle out of it to put in his tourer, and dumped the ute into a creek in Delegate.

What a sad and depressing ending to such a magnificent machine. If you have ever been to Delegate you will know what I mean.

- John Hickford

The **Oakland Motor Car Company** of Pontiac, Michigan, was an American automobile manufacturer and division of General Motors. Purchased by General Motors in 1909, the company continued to produce modestly priced automobiles until 1931 when the brand was dropped in favor of the division's Pontiac make.

The company was named for Oakland County, Michigan, in which it was based. As originally conceived and introduced, the first Oakland used a vertical two-cylinder engine that rotated counter clockwise. This design by Alanson Partridge Brush, inventor of the single-cylinder Cadillac and Brush Runabout, also featured a planetary transmission. The 1908 Oakland came in five body styles, designated Model A-E, varying from a runabout to a landaulet. 1908, the first year of Oakland production, saw 278 vehicles roll off the line.

After one year of production, Oakland's principal founder, Edward Murphy, sold half of the company to William C. Durant's General Motors Corporation in early 1909. When Murphy died in the summer of 1909, GM acquired the remaining rights to Oakland. - *Wikipedia*.

Thank you John for contributing this story. (Just imagine what it must have been like as a small boy, suspended from a bit of fencing wire over a roaring river. And just to get to and from your home! Now they pay money to do sanitised versions of the same thing at "adventure parks"!)

I really enjoy reading these recollections of the early days and old vehicles. I suspect that others do too and I know that there are many similar yarns about growing up with old cars, bikes, trucks and other assorted machinery stored in the memories of club members.

*If you would like to tell us about your old bangers and the life they were part of, **please get in touch or scribble down your memories**. Old photos to illustrate the story are also great.* - Ed

CALENDAR OF EVENTS

WDHVC EVENTS

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

28 JUNE - FRIDAY

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

4 JULY - THURSDAY

MORNING COFFEE RUN. Meet at clubrooms at 9.45am sharp.
This month we travel to Barwon Heads to "At the Heads" on the jetty. This will be a fixed price of \$12 per person.
Contact: Rod Booley 5281 5340 (0417 021 982)

9 JULY - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

10 JULY - WEDNESDAY

DINE OUT 6.15pm The Sphinx. Have a look in the pocket of your long johns and see if there are a couple of dollars and come and join us.
Contact Gary McCredden 5275 2544

14 JULY - SUNDAY

WDHVC ANNUAL CASSEROLE LUNCHEON . Please bring a casserole or sweet to share. 11.30am start at the Clubrooms.
Contact: Barb Van Galen 5278 9368 or 0408 664 537 .

16 JULY - TUESDAY

COMMITTEE MEETING 7.30pm. Clubrooms.

18 JULY - THURSDAY

TINKER DAY. Starting at 10am from our clubrooms.
This month we are going for a nice little drive to Winchelsea to visit Graeme Paech, and he is going to show us what he is up to at his place. I am sure we will have a dry place to have our BYO lunch and there may even be a little time for flapping our jaws as well. Bring your own everything for lunch.
Contact: Ray van Galen 5278 9368. Mob. 0411 954 865. Barb's Mob. 0408 664 537

23 JULY - TUESDAY

CRAFT/TECH NIGHT "Cardmaking/Tyres" I know we have covered tyres before, but we should be able to cover more this time. Bring along any tyres, tubes, repair equipment, and whatever else tyre related. If you need to leave early, please let me know, so you can have your say (if you want to say anything). You are welcome to attend even if you don't feel comfortable having a say. It's all about having enjoying each other's company, and you never know what you might learn. Be there around 7pm, so we can get set up for a 7.30pm start. Ladies are welcome to attend either Craft Night or Tech Night. Visitors are always welcome. Something to eat for supper would also be appreciated. **And craft night is also on** , led by Gaylene Telfer. Card making is the topic. .
Contact: Peter Telfer 0427 526 938

28 JULY - SUNDAY

LUNCH RUN TO ANGLESEA HOTEL Meet at Clubrooms at 10.30am.
Contact: Rod Booley 5281 5340 (0417 021 982)

29 JULY - MONDAY

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

1 AUGUST - THURSDAY

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

11 AUGUST - SUNDAY

TBC at next meeting

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)

Warragul Rally - Melbourne Cup Weekend , November.

I have been in touch with the Warragul Gardens Caravan Park and there are a limited number of cabins available for the Warragul Rally in November.

If you wish to join Fred and myself please ring them and book your cabin. The number is 5623 2707.

Please let them know that you are with the car club and then let me know so we can travel together.

- Sharyn 0417 546 089

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.

- Rod Booley

RALLIES & RUNS

May Tech Night

The night was on window winders. Peter started the night off by demonstrating the various methods of removing the window winding handle and the special tools required. He also had a plastic door trim tool for removing the door trim.

There were a number of window winder mechanism removed from the doors on display from various makes and vintages. Our Packard owner had a quarter vent window with a worm drive operated by a window winder handle.

A Peugeot owner had various window winder handles: early ones had a steel insert but later ones were all die cast.

Windows without a door frame are not recommended as they have sealing problems. Windscreens also open to allow cooling in summer. One version slides up (box-shaped cabins) but has water sealing problems. A more common version is the windscreen folding up on some trucks and Land Rovers.

There were a number of electric window mechanisms. It was noted that the stallholder arriving in the morning in the dark had to open the door because they could not find where the window switches to wind the windows down. One manufacturer put the switches next to the drink cup holder, not a good idea as spillage would get into the switches.

Manufacturers of small, low-cost cars saved cost on the window winders by put in sliding windows eg the Mini. In Australia, they made wind up window for them. Also, buses have sliding windows and school children would poke their heads out. To prevent the children from getting injured, the sliding windows changed to only having a narrow opening at the top. Now they do not have opening windows and use an air conditioner to keep the passengers cool.

Thanks to all that helped to make the night a success.

- Lindsay Alford

Tinker (Soup) Day

20th June 2019



On an extremely cold wet June day about 50 avid club members gathered at our club rooms for the annual "SOUP" day, with the usual Show and Tell thrown in for good measure.

Some of the more interesting things to come out of the dark were: Merv's family barometer dating back to the 1800's along with some family history; an old piston ring grinding tool; a smoke inducing enema kit to revive drowning victims; bread slicing gauge; very rare model trains; a rare 100 year old portable sun dial used by an early Australian surveyor; and a very elaborate handmade crystal set mounted in a glass case, along with a homemade 8/10 volt battery charger.

Of course all these things came second to the wonderful array of soups-homemade bread- cakes- scones- homemade vanilla slice and the list goes on. If anyone went home hungry then they weren't trying.

Thanks to all the ladies and food contributors and Ray & Barb for another great club event.

- Rod Booley.

What Car is This?

Dallas snapped this rare car at the Charters Towers Swap Meet. There might be a tasty Mars Bar in it for the person who can identify the year, make and model at the July meeting.



Rally Protocol

Members are reminded of the club protocol that applies when taking part in club rallies.

RALLY PROTOCOL

For the safety of all road users drivers must obey all road traffic laws while participating in Club events.

(a) Rally Methods.

The following rally protocol methods are listed in the interests of safety and enjoyable rallying:

- (i) All vehicles start together in convoy, and travel at the slowest vehicle speed, hence arriving together; or
- (ii) All vehicles start in any order, and travel at their own speed, arriving intermittently; or
- (iii) All the slower vehicles start, and allowing time (depending on length of run) before starting the faster vehicles. NB: This can cause problems when the faster cars catch up to and start passing the slower cars; or
- (iv) Have all faster vehicles start, followed by the slower vehicles. This will keep the faster vehicles well in front, and avoid bottle neck; and hazardous situations.

Each of the above methods have some merit but it will depend on the Rally Director and the nature of the particular rally as to which method should be used. Generally, method at (i) is the most desirable with everyone starting together and travelling in convoy which is a more relaxed way of travelling.

(b) Distance Apart

The further the better, but as a rule of thumb 300 metres is plenty close enough on busy high ways and if you are going through a town or city with which you are familiar, close ranks and then spread out again the other side of town.

When someone insists on tailgating your vehicle (old or modern vehicle) pull over if safe, and let them pass.

(c) Speed

Generally the speed of the convoy should always be that of the slowest vehicle which may be too slow for some. If you wish to pass, by all means go ahead but the Rally Director must know what you are doing (unless he states otherwise).

(d) Mirrors

There is no need to drive close together for fear of a breakdown, but keep a constant vigil on the vehicle behind, through your rear view mirror. If that vehicle slows down -you slow down. If that vehicle stops- you stop, wait a while and, if necessary, go back and assist. If everyone is watching their rear view mirrors. the convoy will eventually stop.

By keeping the vehicle behind in sight no driver should have to worry about being left behind, particularly in heavy city traffic.

(e) Speed and Mirrors

The speed of the convoy, as mentioned earlier, is governed by the "Slowest Vehicle" at its cruising speed. If that vehicle is at the front, then all vehicles behind must keep a safe distance apart. If that vehicle is in the middle of the convoy, then the vehicle behind must drive at a safe distance and any vehicles in front must adjust their speed by keeping the vehicle behind them at a safe distance by looking in the rear view mirror.

If that vehicle is at the rear of the convoy, all vehicles in front must adjust their speed accordingly by keeping the vehicle behind them at a safe distance, using their rear view mirror.

NOTE: Always drive at a speed which is comfortable for both you and your vehicle. If others wish to pass "let them go".

(f) Turn-Offs and Doubtful Intersections

If there is any doubt at all about a turn-off, wait in a safe, visible place where the following vehicle can see where you have turned off, then proceed.

(g) Breakdowns

In the event of a breakdown, the tendency has been for everyone to stop and help. This only causes traffic hazards. and there is a limit to how many "budding motor mechanics" you can get around one vehicle. Generally, two assistants are plenty, so the rest should continue on.

(h) Vehicle Speedos

Vehicle speedos need to be checked from time to time to determine their accuracy.

- Rod Booley

More Castlemaine Classics



RALLIES & RUNS

Castlemaine Run

We all left at 9am from Anakie Road, just off Ballarat Road., with a good selection of vehicles. First stop was Sailors Falls for morning tea. Next stop was The Mill at Castlemaine, a very large antique shop, with all kinds of everything.

Then we headed to Rod Hadfield's museum at Chewton, where we were met by the legendary Rod, and his very friendly dog, Cody. Rod told us that he has the largest sarsaparilla bottle collection in the southern hemisphere, then gave us a bit of a story about his collection of his vehicles, most of which he built himself.



Once inside, it was amazing! A Fiat Topolino body rod with a La France fire truck side valve V12 engine, topped by five two barrel Strombergs.

A stretched Packard chassis with a Meteor V12 aircraft engine, and a magnificent hand built aluminium race car body.

Lewis Bandt's first Ford ute replica, in which he was killed at Bannockburn.

An outlandishly ornate hearse, which is available for local funerals, for those who wish to go out in style.

Rod's collection showed that not all rodders use Chev V8's. Amongst the power units were a straight eight Humber, supercharged Commodore V6, a side valve Ford V8 fitted with Ardun overhead valve heads, a Ford Boss V8 with twin superchargers, and wire grilles to stop small children from being sucked in.

Other engines included Chrysler, Ford and Chev V8's, a side valve Cadillac V8, side valve Ford V8's, and even a side valve Ford 10 four cylinder in a tiny, but driveable vehicle.

Every vehicle was built to a very high standard.

Rod Hadfield set up Castlemaine Rod Shop, where he designed and built adaptors and conversions to fit just about anything to just about everything.

Every phone call went direct to his phone, which seemed to be always cradled between his ear and his shoulder. He knew exactly what he had in stock, what it fitted, how much, and how much it would cost to make one if he hadn't made one before.

He sold the business to have more time to build "The Most Powerful Road-registered Automobile in the World". This monster is a 1957 Chev fitted with a V12 Merlin aircraft engine. Unfortunately this car is not on display. It lives in Portland, Oregon. He does have a large wall banner of it. Rod Hadfield is an amazing example of a man who lives his passion.

We then drove back to Castlemaine to visit the XXXX complex, which is not adult rated, nor does it have anything to do with beer. Outside was a huge collection of petrol bowsers from around the world.



For the very few of us not too miserly to spend five dollars to get into the building on the left, we saw an amazing collection of beautifully restored motorbikes and bowsers, as well as a huge display of metal signs and garageabilia, - and everything was for sale. The bloke who runs it is 74 years old, and works seven days a week. Another fine example

of a man who lives his passion. The tight wads went into the building on the right, and saw another antique shop.

We then headed back to Geelong, tired and happy.

Thanks to Sharyn and Fred for organizing a good day out.

*Text: Peter Telfer
Photos: Gus Giustini*

CELEBRATING 21 YEARS- Ivan's Model T

In 1998, through its past president and Ford enthusiast, Colin Strack, the Western District Historic Vehicle Club supported the National Model T Ford Rally "Ts by the Sea".

This rally became the target date to complete the restoration of Ivan and Jean Cave's 1913 Model T delivery van. In September it will be 21 years since the rally and the completion of this project. Over those 21 years club members and members of the public alike have enjoyed and admired the Model T which has given much pleasure to many people.

In 1998 the second edition of an Australian magazine called Classic Motorist produced a story about Ivan and the work done on restoring the Ford. The following comes from this 1998 story.

The 1998 Ts by the Sea will long be remembered by new T Ford enthusiasts Ivan and Jean Cave of Geelong, as it was their first outing in their beautifully presented veteran delivery.

With the paint barely dry Ivan had his first driving lesson of the T model, discovering the peculiarities of the unorthodox method of controlling such a vehicle. In his initial nervousness he found he had to unlearn an accumulation of habits driving conventional motor cars. He said it was more difficult for a modern novice than those in the early days when they changed from the horse to horseless carriages. On one occasion a corner was taken a little too tightly, causing a very anxious moment for Jean, who nearly flew out the doorway.

Ivan is not unused to difficult long-term projects, as is observed by the restoration of the compact 1928 Californian bungalow in the suburbs of Geelong. In addition, due to their confined backyard, he built a double story garage incorporating an upstairs workshop with dormer windows.

Restoration Reflections

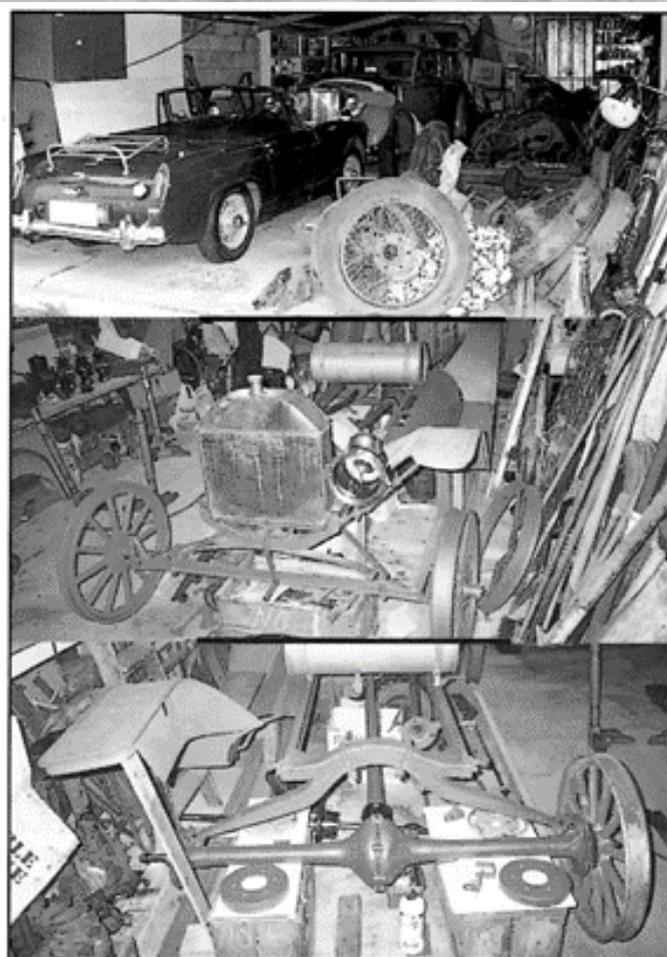
With the National under his belt it was time to reflect on two very hectic years piecing together a pile of T Ford parts to recreate a splendid looking delivery van. Model T's had featured in his family's folklore and when discussing his desire to own a T Ford local owners were quick to encourage him to put his wishes into action.

In November 1996 a tandem trailer load of parts was acquired from a T model enthusiast who had attempted to amass enough pieces to rebuild a 1913 example. The cache included an engine, half a chassis, transmission, side and headlamps, brass radiator, body brackets, fuel tank, steering and wheel, reproduction mudguards, windscreen, front and rear axles, bonnet with handles and 3 inch wooden wheels. Not quite enough to construct a rolling chassis.

The engine has a US-derived block number 209,130 cast on 27 November 1912. Most export T Fords came from Canada and later in 1913 such engines had a C prefix. It was assembled with the car on 14 February 1913, along with another 624 produced on that day.



The Model T at the 2018 Anzac Day breakfast in Barwon Heads



Top: "A pile of parts" - Jan 1997.

Others: When the Jag Club visited in Nov 1997

In January 1997 a further two tandem trailer loads of T Ford junk was acquired from a long time enthusiast Roy Ralston. It was the residue of parts accumulated in sheds in Reservoir and Broadford. Many parts were offloaded at swap meetings after the treasures had been extracted from the pile of bits.

Rebuilding the chassis was not straightforward, as one would expect when trying to piece together a mass of parts. Much was learned about the variations in development of the T as it evolved over its 19-year production run. Mid 1913 a mass production assembly line was implemented at Dearborn: consequently within the year many changes were made to streamline the process.

A few weaknesses in the model had made some parts scarce than others. A small detail such as the tapered front springs that were prone to breaking; many were replaced with later springs that were squared off at the ends.

Following through the sequence of photographs the first public viewing of progress achieved was for a Jaguar car club crawl in November 1997. The restored parts were hastily assembled to provide a sketchy idea of how the vehicle was shaping up.

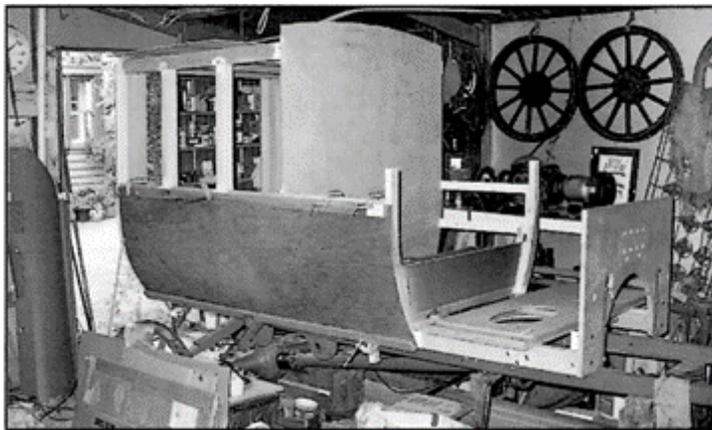
A Dookie engineer, Bruce Feldtmann rebuilt the motor where another T weakness was encountered. The crankshaft is prone to cracking. Bruce checked five crankshafts finally cracked testing two of which only one was crack free. The engine and transmission were balanced and aluminium pistons fitted to take the load off the crank and transmission.

Swap meets turned up some important finds like brand-new "old" stock running boards and hubcaps etc. "Henry's Model T and A Parts" in Melbourne, run by Harry Black, was invaluable for many "nut and bolt" items, gaskets and some reproduction parts. These included the choke rod that passes through the radiator so that it can be operated while starting the motor. Harry also ordered in the valance panels and new tyres and tubes.

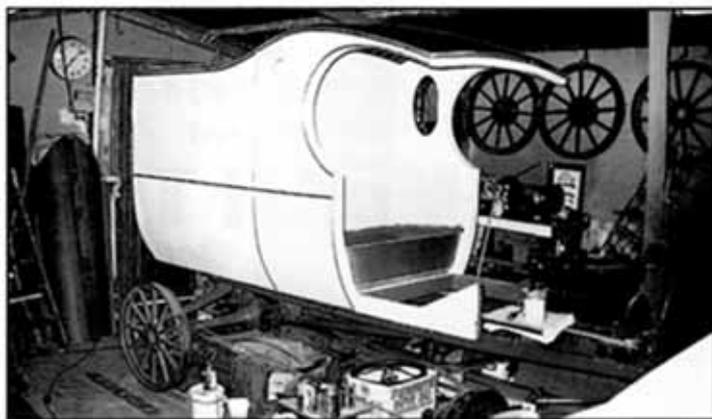
Snyder's Antique Auto Parts was an excellent source of reproduction parts. They are one of several supplies of Model T parts in America.

Ivan tackled the body himself, from the drawing board to the final piece of aluminium beading. He studied numerous deliveries built on T chassis and drew many sketches until in frustration he did a full size drawing on cement sheeting to arrive at a very pretty C cab van design. The wooden frame was crafted from Tasmanian Oak and was covered with marine ply.

Alan Flude, whose car unfortunately was not completed for the big event, cut out the firewall from an original car.



"Ivan tackled the body himself. The wooden frame was crafted from Tasmanian Oak and was covered with marine ply."



During the synthesis of creating his design for an ideal delivery, he inspected a restored T Ford van stored at Brunswick by the Science Works Museum. The tourer guards influenced the rounded lower shape of the sides, a little different from many vans that have straight panels. The photo shows the body taking shape in January 1988 and by June it was completed. The guards, running boards and bonnet were painted in two pack at David Malkin's workshop, while the body was hand-painted with the help of a friend, Graham Pretlove, who is a house painter. A signwriter completed the livery with some appropriate pin striping. Ivan's father repaired the black and brass lamps, Mel Roberts of Adelaide repaired the bulb horn.

Ivan is very appreciative of the many friends who contributed to the restoration process. As can be seen by the photos, the little commercial is a credit to Ivan and will no doubt provide many enjoyable days of veteran motoring.

- original story by David Vaughan.



David's final observations have certainly proven to be true with the little van still giving pleasure to many people. – Ed.

Great Mars Bar Competition

The July Competition



Where would we be without altar boys and girls? This may be the earliest introduction for young people to be doing some voluntary work for the community at large.

You never know, it may even bring you a step closer to your maker's favour. I tripped a lot on those steps. There is no hope for me. But this young lad is the one in question today. Who is he; did he attend many Pontifical High Masses in Rome? Does he still love old cars or stationary engines? Is he now a Lay Brother or does he lay rubber instead? He could be sitting right next to you at the meeting.

Go home with one of those wonderful Mars Bars if you guess correctly. By the way, I have no idea who it is myself!!!!

P.S. This is my last Mystery Member photo, please let me have some more.

More photos needed

Please sneak in your photo submissions to:

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

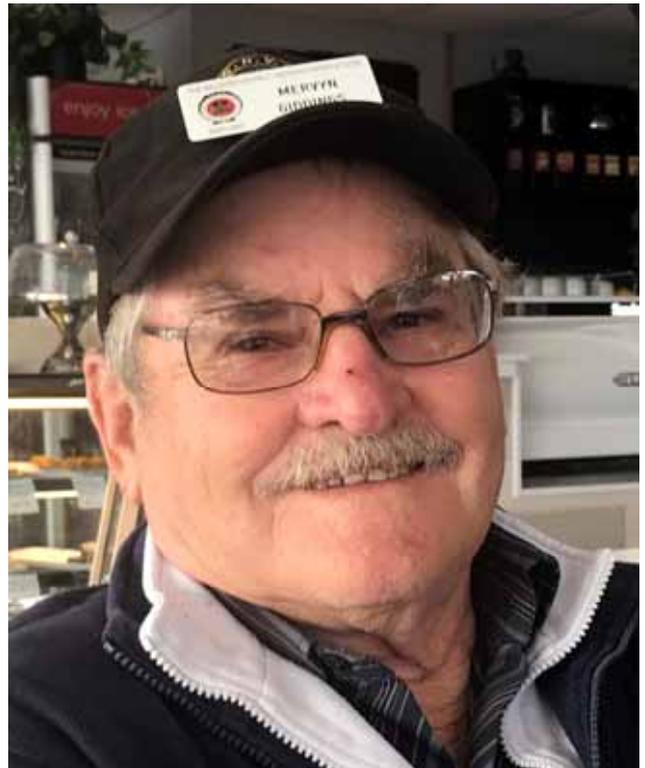


Quotes About Cars

"Automobiles are not ferocious.... it is man who is to be feared.

-- Robbins B. Stoeckel

WDHVC MEMBER PROFILE



Name?

Merv

Where were you born?

Warracknabeal

Family?

Wife Trish, 2 girls & 1 boy & 3 grandchildren

Number of years in the WDHVC?

5 years

Other interests?

Mostly cars and earthmoving

What was your first vehicle?

1925 Dodge Ute

What vehicle would you love to own?

Ferrari

What vehicles do you have now?

1985 Toyota Cressida

Profession?

Farmer/Earthmover

Skills?

Jack of all trades

What bugs you the most?

Frustrated drivers

What makes you happy?

Grand children .

- Libby

President's Piece (from P2)

We made our way to Charters Towers and enjoyed the company and home of Rod and Lorraine's friends Fred and Lynette. Wonderful people. We went to the Charters Towers Swap Meet, smaller than ours but very different. The weather wasn't kind with it raining on and off but still many site holders braved it. I was very fortunate to pick up a small item I've been wanting for a long time.

Motorbike parts at the Charters Towers Swap Meet



The next day Rod took us for a guided tour of Ravenswood. This was a total step back in time. Once a big gold town there are still a few shops and a pub operating but not much else. The highlight however was looking at the abandoned old mines. There was a lot of old rusting equipment lying about and it looked like when the gold ran out, the people ran out too. The place had a certain eeriness about it.



A former ship's engine that ran an electric generator that powered an abandoned goldmine in Ravenswood FNQ.

We met up with another of Rod's friends who has built himself the most unusual of hot rods and also his own aeroplane. It was a great trip and our thanks must go to Rod, Lorraine and Tiny for making it special. We left Townsville airport in 26C and arrived in Melbourne with 8C. Welcome home!

Finally. Thank you to the ladies on the soup line this month. Great food, interesting stories and some real oddities to learn all about. Well done everyone.

Now this is where I usually suggest getting out in the car or the shed. Well how about we just sit comfortably in front of the fire instead.

Dallas

FOR SALES, WANTED & CLUES For Sale

Body parts for Lloyd Alexander car. Doors, guards, boot lid, dashboard and roof (these cars were screw assembled). Call Karl 5284 1451.

7/19

A-van Caravan. Model: Frances. In as new condition. Ensuite with separate toilet & shower; A/C, TV, 2 door fridge, microwave. Too many extras to mention. Call Gary 0427 752 544

7/19

Leather Coat One for the naked radiator/open tourer drivers. Full length dark brown aviator's/drivers coat, in excellent original condition. Made by Morris Jacobs, Geelong. Small men's. (20" approx across shoulders.) \$150. Call Val 5229 7126. .

5/19

Triumph Herald Due to interstate move, for sale is my 1962 Triumph Herald, Reg. 28615 H. Driving it as a convertible but have steel roof to fit on if required. Ground up resto, plenty of spares \$7,000 ono. Call Kevin 0400 901 607.

5/19

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).

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BACKFIRE



Austin 25 cwt van

July 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
23	24	25. Tech Night "Potions & Recipes " 7pm	26	27	28 <i>Backfire</i> folding morning 9am Clubrooms	29
30 June	1	2	3	4 Morning Coffee Run 9.45am Clubrooms	5	6
7	8	9 General Meeting 7.30pm Clubrooms	10 Dine Out 6.15pm	11	12	13
14 Annual Casserole Lunch 11.30am Clubrooms	15	16 Committee Meeting	17	18 Tinker Day 10am	19	20
21		23 Craft/Tech Night Cardmaking/Tyres	24	25	26	27
28 Lunch run to Anglesea. 10.30am Clubrooms	29 August 2019 <i>Backfire</i> Deadline	30	31	1 August Morning Coffee Run 9.45am Clubrooms	2	4