

BACKFIRE

Volume 52 No 2 June 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.

Willys



Empire

Refect



AJS



Corpo

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President's Piece

One month down and plenty going on. The new committee seems to have settled in, with everyone taking on some role or another to make this club run smoothly.

We had some more members join at the last committee meeting, with one being 10 years of age. Not only does that do wonders for our age demographic, it augurs well for the future of our hobby. With some luck, this young man might be around for the next 50th celebration (100 years) - unlike the rest of us!

Of course we had a Swap Meet this last month didn't we! The weather leading up to the day was not what Fred wanted. Somehow Fred's line of communication with the weather gods must have been down for a few days, probably with Telstra, but the actual swap day weather turned out OK. Despite the weather not being too bad on the Saturday, it was inevitable that the preceding days would have put many off. This was certainly the case.

However, there was a fair turn out and stall holders said that good sales were made just the same. We ended up in the black too: that was still a good outcome for the club. My thanks to those who volunteered and made it all come together. This year we were a bit stretched for volunteers and let's hope that next year we can get a few more members to get involved.

As the winter closes in on us, you may feel less inclined to brave the elements on the road: to me that means more time in the shed servicing, preparing, repairing or building your vehicles. It is a good time to get our vehicles ready for lots of activities later.

On that subject, the ex-president's rally is coming up this month. It is such a great event that I think I might hi-jack it and make it the President's rally. I'm sure John won't mind.

In the meantime, get out in your car or get out in your shed.

Dallas

Photo: President Dallas presented Gary McCredden with the 2018 Eric Baker Award at the May meeting.



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 580 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 8TH MAY 2018

PRESIDING

President Dallas Jones opened the meeting and welcomed 115 members and visitor Eric Dyer.

APOLOGIES

Alex McLaws, Jan & Brian Clissold, Ken Parry, Annette Marshall, Brian Edwards, Lindsay Hose, Lindsay Noble, Brian Latimore, Noel Simpson, Ian Thomas, Linda Parker, Noreen Mellington, Nigel Lang, Tony Brincat, Brian Nicholson.

Moved: Roger Sykes

Seconded: Leonie Saliba Carried

SICK LIST

Noel Simpson.

MINUTES

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

Minutes of the Annual General meeting as published in the *Backfire* incorrectly listed Rod Booley as the Club Person of the year when Rod is the Club Member of the year. Minutes as amended were confirmed.

Moved: Jim Coates

Seconded: Libby Booley Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

None

Emails In

- Graeme Larkin on radiator caps for sale.
- Historic Winton request for volunteers on May 26 and 27.
- Membership enquiry from Robyn Cameron
- Graham Huntley resignation.
- Belmont Primary School request for display cars at their Fair on Nov 9.
- Pyrenees Historic Vehicle Club report on their annual event.

OUTWARD

Letters Out

- Welcome to new members approved by the Committee: Tristan McMahon, Frank Bellia, David Cook, John Reichman.

Emails Out

- Lodgement of annual financial statement with Consumer Affairs Victoria.

Moved: Graham Cameron

Seconded: Damian Giustini 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 Healey

Seconded: Rod Booley Carried

PROGRAM DIRECTOR (John)

Scheduled guest speaker could not attend as planned.

LIBRARY (Gary)

Another poem from Gary this month, this time about a Mark 7 Jaguar.

DINE OUT (Gary)

Next dine out will be at the White Eagle House. Nine members plan to attend.

EDITOR (Jon)

- Thanks to Ray & Barb van Galen for updating the mailing list.
- The following members' email addresses are no longer correct. Please contact Jon with your new email address: Bernard McNamara, David Manks, Nicholas Vella, Craig Abbey, Adrian Booth.

FEDERATION REPORT (Cheryl)

No Federation meeting this month.

COMMITTEE REPORT (David)

The meeting endorsed four new members (see correspondence above for names).

TINKER DAY (Ray)

Next Tinker day is at Brendan O'Neil's motor bike workshop.

MARS BAR AWARD (Ray)

Eric Lewis correctly guessed Merv Baum.

VEHICLE PERMITS (Gus)

- No Permit issues this month but Gus covered for the guest speaker who was not able to attend as planned.

GENERAL MEETING MINUTES ctd

Gus' speech focused on this working life. His career has covered a range of challenging roles with each one generating entertaining stories.



Our sympathies go to the 'volunteers' who participated in the Qantas life jacket story. They will know better next time!

DISPLAY VEHICLE

Gus's brother in law Paul brought in his 1988 Porsche Carrera Sport. The car was delivered to the first of its three UK owners with a range of factory options. In 2011 the car was imported into Australia and Paul has owned the car since February 2018. It is a beautiful example of the model reflecting a life with a series of devoted owners.

CRAFT NIGHT (Linda)

Bring felt to this month's craft night.

RALLY REPORTS/EVENTS (Rod)

- The Barwon Edge Coffee Run was very successful.
- Twelve cars attended the Eden Park Aged Care centre.
- The Ladies Day was again held at Van Loon's Nursery in Wallington.
- The ANZAC day breakfast was held at Barwon Heads.
- Seven motor bikes went on the Smell the Roses run around the Bellarine before visiting Manny Vella's shed.
- Thanks to the members who looked after to the 19 visitors on the Sea Sick Rally.
- May 20 – Puppy Dog picnic. BYO dog.
- June 3 – lunch run to Bannockburn

- Next Coffee Run to Freshwater Creek.
- June 17 – President's Run to Gus' farm at Mt Duneed.

LONG DISTANCE RALLY (Sharyn)

Currently organising this year's rally to Mildura.

TECH NIGHT (Peter)

Ignition systems will be the topic of this month's Tech Night on 22 May.

SWAP MEET (Fred)

All preparations are well under way but more volunteers needed.

MERCHANDISE (David)

Report next month.

KITCHEN (Rhonda)

No report.

GENERAL BUSINESS

- President Dallas thanked the members who were able to represent the club at Ray Trigg's funeral.
- Mick Ormrod was also thanked for the ticket barrel.
- Rod Booley was formally presented with his Club Member of the year award.
- The Eric Baker Award was presented to Gary McCredden.
- Please contact Leonie Saliba if you have keys to the clubrooms so that she can check our records.
- We are missing several past President's photos who are asked to provide Dallas with a recent photo.

FOR SALES, WANTED & CONFESSIONS

- Leigh Dwyer is looking for a 12 volt North East generator and a starter motor.
- See the notice board for details of a MG B for sale.

Meeting closed at 9.25pm.

Next meeting to be held at 7.30pm on 12th June 2018 in the clubrooms.

- Leigh Dwyer

DUE TO RISING COSTS

Answers are now	\$1
Answers with thought	\$2
Correct answers	\$4

DUMB LOOKS ARE STILL FREE

GEELONG BAY CITY SWAP MEET



12th May 2018



Reflections on the Swap

If you had been among those line marking in the middle of the showgrounds on Friday morning, you wouldn't have given tuppence for the chances of holding a successful swap meet the following day. Bursts of driving rain sheeted across the open space, pushed on by a howling wind. By Friday night, some 50mm of rain sat in the gauge and our hopes for the Club's major annual fund-raiser hung in the balance.

Yet the next day the swap went ahead. The wind had dried the water not sucked up by the parched ground and the rains largely abated. Reassurance on our highly successful Facebook page that the day would go ahead and countless phone calls to our tireless swap director Fred (and Sharyn) to the same effect meant that the punters did come.



Most importantly the willing efforts of so many club members, already in evident in the Friday wet, again swung into action to ensure that the Bay City Swap Meet was as successful as possible. Like a well-oiled machine, our volunteers did the many tasks necessary for the day to happen. In the kitchen preparing delicious food, on the showgrounds in the dark, under flood lights waving a stream of cars into the car park, taking the \$5 notes from the punters looking for a bargain.

The sun even came out briefly on Saturday morning, encouraging those already at the swap to stay and others to get down to the showgrounds. Both the number of stallholders and the bargain hunters were down on previous, sunny, swap

meets, but the day still produced a respectable turnout.

Swap Director Fred is always on the lookout for volunteers to help out and based on my experiences, I reckon it's a rewarding gig, worth sticking your hand up for. Many thanks are again due to those who made this year's swap a success. Without their efforts it couldn't happen. In return, they enjoyed the warm camaraderie that comes from a shared experience. The buzz in the clubrooms/Devonshire tea rooms after most of the crowd had gone home bore witness to this.

- Ed



This bloke was taking no chances on the rain!



Three likely types taking a break from setting up.

GEELONG BAY CITY SWAP MEET



12th May 2018



SWAP REPORT 2018

Our ladies did us proud with lovely dinner on Thursday evening for volunteers who worked on Saturday and everyone was made aware of their times and duties for the day.

On a trying and inclement Friday our volunteers were not deterred in preparing to set up for our Annual Swap.

With the extreme weather conditions on Friday the outcome for our Swap was not looking very good, but by late afternoon stallholders started arriving and the weather started improving.

Volunteers started arriving with warm coats and lots of smiles in anticipation of another great day.

Gates opened with a influx of stallholders and the public, with the arena filling quickly.

To all parking officials, gate attendants, catering ladies, Devonshire tea group, pickup crew, refreshment truck, money counters and cleanup and set-up crew, I greatly appreciate your efforts.

If we had more volunteers the work load would be reduced on just a few. So please keep that in mind for next year.

Our swap was very successful and after cleaning up we enjoyed some nibbles and drinks and friendship.

I would like to say thanks again for a job well done.

*Fred Harris
Swap Director*



Merv Giddings' Jumbuck pick up service was a successful innovation this year.



Head down, bum up was the bargain hunter's approach



Just park her over there mate!



A spot out of the wind and a warm coat were the go.



CALENDAR OF EVENTS

WDHVC EVENTS

See also -
calendar summary
on back page.

JUNE

SMELL THE ROSES DAY.

Summer has been and gone for this year, so we will be in recess until the good weather returns.

Contact: Ray van Galen 5278 9368

3 JUNE - SUNDAY

Meet at clubrooms 10.45am.

LUNCH RUN TO RAILWAY HOTEL, BANNOCKBURN.

Contact: Rod Booley 52815340 (0417 021 982)

7 JUNE - THURSDAY

The Farmers Place, Freshwater Ck.

MORNING COFFEE RUN. Meet at clubrooms at 9.45am.

Contact: Rod Booley 52815340 (0417 021 982)

12 JUNE - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

13 JUNE - WEDNESDAY

Stick your hand in the time where you keep your gold coins and come and join us.

DINE OUT 6.15pm. The Sphinx Hotel.

17 JUNE - SUNDAY

Meet at Gus and Pam Shea's, at 10.30am. Dickens Rd, Mt Duneed. BYO Lunch and chair.

Club BBQ in attendance.

EX PRESIDENTS RALLY (Note Date Change)

Contact: John Bailey, 0413 258 302.

19 JUNE - TUESDAY

JUNE COMMITTEE MEETING 7.30pm.

21 JUNE - THURSDAY

TINKER DAY.

A 10.30am start from our clubrooms on this run and we will be travelling to 40 Heyers road in Grovedale to visit Jack and Dorothy Thomas. Jack makes parts that are hard to get for older Fords. We can have our lunch at their place if the rain stays away. You will need to park where ever you can on Heyers Road. Bring all your own lunch stuff and chairs as usual.

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

22 JUNE - FRIDAY

JULY BACKFIRE DEADLINE

Contact: Jon Breedveld 0417 311 441

26 JUNE - TUESDAY

TECH NIGHT After a very enjoyable March Tech Night at John Bailey's shed, we are to be entertained and taught by Rob Kaub again. Rob has a lifetime of skills and adventures to share with us. As he is my mentor in running Tech Nights, he has kindly agreed to re-run some of the Tech Nights that he did years ago. Rob's skills in shrinking and stretching of John's Morgan mudguard was an example of good old-fashioned skills.

Ladies are welcome, as are guests. The more the merrier. Bring along your friends who are interested, regardless of which clubs they belong to, or even "no club" people. Here is an opportunity to share knowledge and experiences with like-minded people, whether rodders or restorers, old or young. We meet at the clubrooms on the fourth Tuesday of every month, around 7 pm. that gives us half an hour to get set up for a 7.30 pm start. We enjoy a cuppa and cake and biscuits afterwards, so a plate with food on it would be appreciated.

Contact: Peter Telfer 0427 526 938

5 JULY - THURSDAY

Meet at clubrooms at 9.45am.

MORNING COFFEE RUN.

Contact: Barb van Galen 5278 9368.

8 JULY - SUNDAY

Cheese tasting with soup, scones jam & cream, tea and coffee for \$16 per person. Meet at clubrooms 10.30am.

TIMBOON CHEESERY RALLY.

Contact: Barb van Galen 5278 9368.

22 JULY - SUNDAY

Bring a casserole or sweet to share. Meet at the clubrooms at 11.30am.

CASSEROLE LUNCH AT THE CLUBROOMS.

Contact: Barb van Galen 5278 9368.

LONG DISTANCE RALLY 2018

We will be leaving on Wednesday 22nd August for Mildura and the silos on the way. The end date is still in flux as we haven't done our reconnoitre as yet. It is always a good time with lots of food and fun.

Contact: Sharyn 0417 546 089.

OTHER EVENTS

8 -11 JUNE

DRIVERS CLUB. Queen's Birthday Weekend Rally at Hamilton.

HAMILTON & DISTRICT VETERAN VINTAGE AND CLASSIC

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



Porsches On The Pier
17th June @ Geelong, VIC.

There is only one Porsche 70th Anniversary. To celebrate we are holding a Porsche party with the finest Porsches Australia has to offer on display at Geelong Cunningham Pier, Sunday, 17th of June. All Porsches welcome from 11am. At 1.30pm we will convoy down the Great Ocean Road in spectacular fashion for the world to see.

Register your Porsche with a picture on www.berare.com
No entrance fees.

Be there and #BeRare



Porsche Diaries

May Feature Vehicle

For the May meeting Paul Gane brought in his 1988 Porsche 911 Carrera Sport. The car has a 231 HP flat 6 engine coupled to a heavy duty five speed gearbox. It comes with a range of factory fitted options, including a front spoiler, wide wheels, sports suspension, sports seats and a rear wiper.

The first of its three owners was a Professor Brian Stewart, the UK's largest manufacturer of false teeth!

In 2011 the car was imported into Newcastle, Australia, then found its way to Melbourne. The second owner races Porche Carreras and his racing team includes James Moffat, the son of a Canadian-Australian racing driver known for his four wins in the Australian Touring Car Championship, six wins in the Sandown 500 and his four wins in the Bathurst 500/1000.

Paul has owned the car since February 2018. He described the purchase as a mid life crisis. He explained that he searched for three years to find a "good, unmolested" example, before finding it at a Porche gathering in Geelong. "It was the most expensive sausage sizzle I have ever been to," Paul said.

The Carrara is a beautiful example of the model, reflecting a life with a series of devoted owners.



PS: Happy 70th birthday to Paul's father in law, Gus Shea. - Ed



The World's Worst Cars?

Featuring cars 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."

LEYLAND P76 (1973-74)

Specifications

TOP SPEED: 168 KM/H (105MPH)

0-96KM/H (0-60MPH); NO FIGURES AVAILABLE

ENGINE TYPE IN-LINE SIX

DISPLACEMENT: 2622CC (160CI)

WEIGHT: NO FIGURES AVAILABLE

MILEAGE: NO FIGURES AVAILABLE

LEYLAND P76: A BLUNDER FROM DOWN UNDER. British Leyland decided to use its links in Australia to create a car exclusively built and sold in the antipodean region, and the P76 was it. Launched in 1973, the car was meant to compete with market-leading large saloons from Holden and Ford, and came with rear-wheel drive and a high-torque six-cylinder engine. But it soon acquired a reputation as the 'Australian Edsel', thanks to its hideous styling, shocking reliability record and sloppy handling characteristics. Sales were much, much slower than initially anticipated, so to give them a boost Leyland Australia introduced a sporty coupe model called the Force 7. If anything, this was even worse than P76, and it was an even greater flop in the sales charts. After two years, the P76 project was canned, with huge financial losses sustained. The Only 10 Force 7 coupes are known to exist and they were made in Sydney. At least 56 Force 7s were crushed at the factory. One is in New Zealand, One in the Birdwood museum owned by Leyland and the other 8 are in private hands.

In a bid to boost the P76's appeal, Leyland went great lengths to show buyers how much bigger and better the car was than rivals. The sales figures proved that few were convinced. Instead, Leyland changed its focus to selling imported Rovers, Triumphs and Jaguars with much greater success-something it should well have considered doing in the first place, before wasting millions of dollars.

That said, the P76 is regarded today as something of an icon, with Australian car fanatics forming an owners club, a selection of models available and even books that chart its whole disastrous story.

Viewed from the side, the P76 appears to bend in the middle. The unusual styling line in the doors was said to improve visibility by making the windows deeper, but did little for the cars looks. The P76's handling was ponderous, to say the least with over-assisted power steering and a too-soft ride, which meant the chassis conveyed little information to the driver. Rust was a common problem, especially around the rear end, where the sub frame and spring mounts were prone to corrosion. The front usually fared better, as the engine leaked oil all over the underside.

Leyland tried to take on the Holden Commodore and Ford Falcon with the P76, but, where its two main rivals were butch and purposeful, the P76 had no styling panache whatsoever. Leyland were in financial trouble when building the P76 and were also denied parts (as Holden and Ford had top billing) and some P76s missed out on power steering in the December 1973 build. Ken Parry's 1973 is one of them. This car is in the clubs work shop this month. Peter Telfer also has a collection of P76s in the model cabinet.

WHEEL'S ENDORSEMENT. Wheel magazine said 'If Leyland Australia can't sell the new P76 in profitable quantities, then there is something wrong with the average new-car buyer.' Perhaps they jinxed the project. In 1973 the P76 won Wheels magazine Car of the Year.

Available in 22 different colours with unusual names e.g. Dry Red, Plum Loco, Oh Fudge, Hairy Lime, Am Eye Blue, Bitter Apricot, Scarlet O` Hara, Bold As Brass, Peel Me A Grape Metallic.

- Graham Pretlove



RALLY & RUNS

April Tech Night

Peter started off by speaking about upgrading the brakes on a Willys using Falcon or Mustang parts. Used Mustang brakes are readily available as Mustang owners want to upgrade to disc brakes. He also had examples of Ford disc brakes. David also spoke with examples about a metal spring on disc brakes that give warnings sound when the pads get to their wear limit. Some makes have an electrical warning systems.

Our Lancia and Riley owner had an example of the super-size drum brakes with cast aluminium brake shoes.

The Haflinger had an aluminium brake drum with cast in steel liner. This was not for speed as it is slow with a 600cc motor, but for steep down hills roads in Austria.

Guess who showed three examples of spin brakes on washing machines.

Brake fluid is hygroscopic, that is it absorbs water and causes corrosion in the brake systems, particularly the wheel cylinders. For this reason only fresh brake fluid should be used, never for a half empty container left the shed for a number of years. Some road worthy tests require the brake fluid to be replaced because of the high water content of the fluid. There are instruments used to measure it. (Hint: use waste brake fluid from brake bleeding as a degreaser on unpainted metal, otherwise it becomes a paint stripper.)

I had front and rear Hillman Imp brakes. The rear brakes only have single cylinder with one piston. The wheel cylinder slides on its mounts to force the rear shoe onto the brake drum. When the brake is released the cylinder needs to slide back but it does not work as effectively as it should and the rear shoe will drag, resulting in more wear on the rear shoe. This type of braking is common on most budget priced cars. A similar thing happen with single cylinder disc brakes but the slide rods are greased and are protected by rubber boots.

Discussion on breeding brakes from the furthest to the closest. A member had a system that forced the brake fluid back through the bleeder.

I purchased a set of brakes hoses from an Argentinian firm that makes hoses for old cars on eBay. Like Australia had before our free trade agreement, Argentina and Brazil make their own cars, and to keep cost low they keep using older models.

Overheard in a pub, "I stopped the brake squeal, I sprayed WD40 on the discs". Do not do this at home as death may result!

Many thanks to those who brought in samples of brakes for us to look at and touch: the input and experiences of members.

- Lindsay Alford

May Tech Night

All of you who weren't there (which is most of you) missed out on a very interesting night.

An interesting assortment of ignition components turned up, along with their owners fascinating explanations. It was a real magneto night, with a variety of brands and models.

One rare magneto was a Scintilla Vertex, stamped "GMH 7414477". This was option 391 on the grey Holden industrial engine. Our senior members were in their element, describing the pros and cons of each magneto. We also had a variety of distributors, both points and electronic.

As usual, we all had an informative, amusing, and fun night, with almost everyone getting a free chocolate frog, for wearing their name badge.

- Peter Telfer 0427 526 938

A very cranky old woman was arrested for shoplifting at a grocery store. She gave everyone a hard time, from the store manager to the security guard to the arresting officer who took her away.

She complained and criticized everything and everyone throughout the process.

When she appeared before the judge, he asked her what she had stolen from the store.

The lady defiantly replied, "Just a stupid can of peaches."

The judge then asked why she had done it. She replied, "I was hungry and forgot to bring any cash to the store."

The judge asked how many peaches were in the can.

She replied in a nasty tone, "Nine! But why do you care about that?"

The judge answered patiently, "Well, ma'am, because I'm going to give you nine days in jail -- one day for each peach."

As the judge was about to drop his gavel, the lady's long-suffering husband raised his hand slowly and asked if he might speak.

The judge said, "Yes sir, what do you have to add?"

The husband said meekly, "Your Honour, she also stole a can of peas."

RALLY & RUNS

May Tinker Day

We visited Shane Falls Auto Torque in South Geelong, where Brendan O'Neil showed us his workshop for rebuilding and restoring vintage motorcycle for racing. His workshop was very tidy and clean. Don't let your woman folk know about this!



He has lathes, milling machines for rebuilding engines and other components. He showed us how he reamed the bush bearing for a crankshaft for reliable long life and allow oil to flow into the crankshaft.

Welding was done using both MIG and TIG. Brendan rebuilt shafts by welding and then machining/grinding them back to size. To add weld to a shaft, it was slowly rotated in a chuck in a homemade device using the rear of a push bike. The chuck was attached to the pedal shaft, which was driven through bike gears. The wheel was powered by an electric drill on the tyre. The welding earth used an uninsulated lead attached to the pedal shaft extension. An effective method to get a uniform weld on a round shaft.

Upstairs was a sheet metal shop with all the sheet metal tools. It was mostly used for making motorcycle fuel tanks, which were bent from aluminium sheet with aid of wooden former and TIG welded together.



Brendan also does 'Aqua Blast' for cleaning dirty and oxidised casting and other components. This is located at a different shed to avoid contamination of the engine rebuilds. Aqua blast consist of compressed air, water and glass beads. The examples showed how good the process is.

His workshop had lots of red plated motorcycle and lots of racing cycles.

Shane did an apprenticeship in tool making and did extra study to become an engineer, working for an engineering company with an overseas contract. He came from a motorcycle racing family. He raced motor cycles and still does. It was only natural the he started a business motorcycle repairs and restoration.

The ladies had a lounge seat to sit and talk and have a tea and coffee while we looked at all the machines.

Return to warm club rooms for lunch where we talked about the workshop and other things. Ray's vintage Indian motor cycle completed the tinker day run. Thanks to Ray for his organisation.

- Lindsay Alford



Puppy Picnic

Thank you to Fergus, Wally, Billy, Turbo, Peppia, Clancy, Ruby and Rosie for attending our first Puppy Dog Picnic.

We all enjoyed our doggy day at Bellbrae it was a bit of fun and the dogs were all very well behaved.

- L Booley



RALLY & RUNS

Anzac Day Breakfast

Our Anzac Day Breakfast Run was a really good day. About 63 people arrived and started on their bacon & egg breakfast, together on the bank of the river at Barwon Heads. It was nice to see such a big group enjoying the day.



The weather started out a little cool, but not wet and windy thankfully. The clouds started breaking up and floating away to let the welcome sun shine through to warm us up a bit later.

Some of the members stayed on to have a BBQ lunch and more chatting.



Thank-you to Murray, Peter Boast and Kevin Smith for being our chefs for the day.

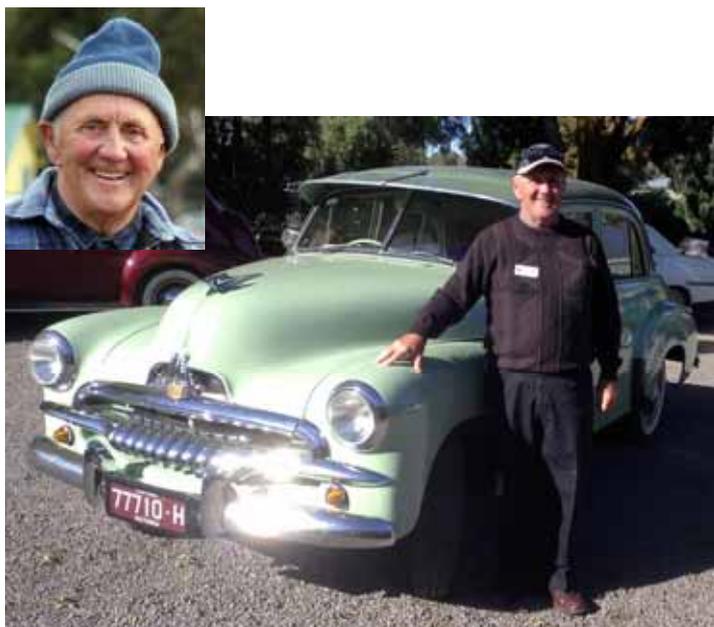
- Rhonda Foran



Both bubs and grown up birthday girls enjoyed the sunny day.



WDHVC MEMBER PROFILE



Name?

Gary

Where were you born?

Melbourne

Family?

Wife Noreen, 2 sons ,2 daughters and 9 grandchildren

Number of years in the WDHVC?

38 years

Other interests?

Family and music

What was your first vehicle?

1922 Fiat 501

What vehicle would you love to own?

Mustang

What vehicles do you have now?

1955 FJ Holden, 1928 Dodge standard 6, 1937 Oldsmobile

Profession?

Motor Mechanic

Skills?

Music and restoring cars

What bugs you the most?

Young hoons on the road

What makes you happy?

Rallying.

- Libby

VALE - RAY TRIGG 1921-2018

We were saddened to learn that Ray Trigg passed away on 29th April.

Ray and Joy joined the WDHVC 30 years ago and immediately became active members, being involved in various club activities. Initially Ray restored a Willys sedan followed by his Vauxhall Victor, both of which he rallied regularly.

Ray trained as a turner and fitter and developed skills that saw him work on all manner of mechanical devices, including boat motors, model aero engines, and a wide range of machinery. He was particularly skilled at repairing vehicle water pumps and helped many club members with their restorations. He could turn his hand to any task and for many years produced the club memento trophies awarded to members at our annual meetings.

In 2000, when we extended the clubrooms, he was very involved with the working bees held on a daily basis. At these working bee lunchtimes, we would enjoy some of Ray's many stories, as he had a wealth of information and often recounted amusing incidents, such as when a gas producer backfired close to a next-door neighbour's open window.

In 1993 when we were looking for someone to duplicate our monthly newsletter, Ray and Neville Smith took on that task, initially with a stencil duplicator, but later on with much more complex printing machines. Ray loyally did our printing for some 22 years, often going to swimming early so that he could get to the Clubrooms on time.

Our club has indeed been privileged to have had a person of Ray's calibre as such an active member. We certainly will miss him, but will remember him as a great member of our club.

- Trevor Schneider



Great Mars Bar Competition

The June Competition



Just look at that face, how adorable we all are at that tender age. What a pity we don't look like that at our current age. Still, how would you ever get a car licence looking like that?

My only clue to the identity of this fine fellow is that his hair is now grey and he wears reading spectacles. Plus he is now somewhat taller.

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



Quotes About Cars



"Any man who can drive safely while kissing a pretty girl is simply not giving the kiss the attention it deserves.

- Albert Einstein

FOR SALES, WANTED & CLUES

For Sale

MG MK 11 1974

No rego or RWC. Chassis No.18V582H9241.
Excellent condition. \$22,000 ONO.
Ph. 5989 2211 0497 642 430. **6/18**

Nissan patrol wheels. Sunraysia X 5 with tyres
15 inch. \$200.

Chrysler x Chrysler CK. 360 c/in. Mint cond.
Reg 05516H. Topaz gold 165,000 km. Elec.
Seats, A/C, elec. windows, disc brakes, auto,
pwr. steering. \$24,000.

Triumph Stag 1976 3.5 I Leyland motor, 5
speed gear box. Reg 22772H. \$8000.

Fishing reel collection: 50 years' worth.
From \$30.

NOS piston rings, perfect circle, Valiant +020
-040. \$20per set.

Cast iron transmission, Torque lite \$1000.
Poly V8 318, 1965. Was running. \$1000. Older
318 for reco. \$500. Differential back end '59
Plymouth Dodge \$300.

Water cooled manifold for Volvo Penta AG
170 6 cyl motor after market \$750. Chrysler radi-
ators, alternators, starter motors - from \$30.

Call Hank 0407 507 002. **6/18**



For Sale

Radiator Caps; four types.

507 07 PRESSURE RATED 7 psi-50 kPa.

Suits: Mazda 1000 Bongo Van, Toyota Corolla
1967-73, Torana 1967-69.

508 13 PRESSURE RATED 13 psi-90 kPa.

Suits: Holden HD-HQ 1965/73, Torana 1969 –
197?, Falcon-Fairlane inc GT's 1960 on, Cortina CD
TC TD TE 1967 on, Escort Capri 1968 on, Econo-
van 'F' series 1975-81, Transit Van 1966-81, Maz-
da all models 1968-75, Nissan/Datsun all models
1968-81, Nissan Bluebird 1981-83, Nissan Pulsar
1981-84, Nissan Stanza Sunny 1979-82, Subaru
1400, 1600 1973-80, Subaru Brumby 1978-81.

534 15 PRESSURE RATED 15 psi-100 kPa

Suits: Holden Gemini 1980-85, Holden
Commodore 1978 on, Rodeo Jackaroo Shuttle
1980-85, Honda Legend 1986 on.

518 15 PRESSURE RATED

Suits. Triumph TR 6 Convertible 2.5 PI 1969 1976,
Austin Healey Sprite Convertible 0.9 1960-1964,
Hillman Minx Sedan 1.6 1961- 1967, Wolseley
Hornet Sedan 1.0 1961- 1970, MG MGB
Convertible 1.8 1962- 1980, Fiat 850 Sedan 0.8
1964- 1974.

Email larko@ncable.net.au or call 0417 319 461

for pick up details **6/18**

Wanted

Weber side draft carburetor, manifold and air
cleaner for crossflow 1600cc motor.

Early Mini, Marina, Austin 1800 etc wiper
motor mechanism, arms, blades etc. Prefer flexible
cable type but will make do with hard tube type if
needed. Call Dallas 0432 172 171 **5/18**

3 legged puller to remove brake drums from
FJ Volvo & Morris cars. Call Gus 0400 203 151
5/18

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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BACKFIRE



1958 Morris Marshall

June 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31May	1	2 Smell the Roses <i>In recess for winter</i> 
3 Lunch run to Railway Hotel, Bannockburn	4	5	6	7 Morning Coffee Run Clubrooms 9.45am	8 Hamilton & District V&CDC Queen's Birthday Rally	9
10	11	12 General Meeting 7.30pm Clubrooms	13 Dine Out 6.15pm The Sphinx	14	15	16
17 Ex-President's Rally. Shea's 10.30am	18	19 Committee Meeting 7.30pm Clubrooms	20	21 Tinker Day 10.30am Clubrooms	22 July 2018 Backfire Deadline	23
24	25	26 Craft/Tech Night 7pm Clubrooms	27	28	29	30
1 July	2	3	4	5 Morning Coffee Run Clubrooms 9.45am	6	8 Timboon Cheesery Rally. 10.30am Clubrooms