

BACKFIRE

Volume 52 No 6 October 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.



Indian



aprilia



Douglas



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.

CONTENTS

HONORARY OFFICE BEARERS AND COMMITTEE - 2018/2019	2
CONTENTS	3
PRESIDENT'S PIECE	3
GENERAL MEETING MINUTES	4
GENERAL MEETING MINUTES ctd and September Feature Vehicle	5
WOLSELEY 12/16 - an Edwardian Gem	6
WOLSELEY 12/16 - an Edwardian Gem	7
CALENDAR OF EVENTS	8
CALENDAR OF EVENTS	9
MOTORING MISFITS (Toyota Crown)	10
LANCIA WINNS VARIETY BASH.....	11
RALLIES & RUNS.....	12
RALLIES & RUNS.....	13
MEMBER PROFILE and FOR SALE	14
MARS BAR COMPETITION and SALES, WANTED & CLUES	15
CALENDAR	16

President's Piece

Is it October already? The year is flying by and pretty soon it will be Christmas. (Sorry) Anybody seen the Christmas cards and decorations in the store yet? We'll be seeing hot cross buns soon too! However, on the subject of Christmas, we will be looking for names for the club Christmas dinner shortly. Give it some thought and see if you can come along. Always a good night with wonderful friends and entertainment.

And now it is October and the weather is looking a little more kind, it seems we just may get the Ex-president's Presidents rally underway. Now this really is a good day out. See the *Backfire* for the details.

Looking forward to the re-commencement of the Smell the Roses rallies. Nice seeing the two-wheeled machines as well as the open top cars out and about.

Great talk last month from our very own Judith Matthews, and ably assisted by Ray. I find it of great interest to hear of the other interests etc. that our member have outside of what brings us together in the first place. I had no idea of Judith's fascination for cruise liners let alone the collection of artefacts from them. Well done Judith, very interesting talk.

Made a little more progress on my project this month. Now have the paint done and the windscreen made and fitted. Next is the wiring. Once this is sorted I'll be able to put some oils and fuel in it and make some noise. There will definitely be noise as the exhaust is still to be done so it is straight out of the extractors at the moment. All that will be left is the small stuff that takes forever but still hope I'm on target for summer.

Remember to get out in the shed or out in your car.

Dallas



See Page 6 for a feature story on the Wolseley 12/16

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 584 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 11th SEPTEMBER 2018

PRESIDING

President Dallas opened the meeting at 7.35pm and welcomed visitors and 115 members to the meeting. Special welcome to new members Joe Vella, David Wallace and David Fernyhough.

APOLOGIES

Tiny Stonehouse, Yvonne Cisco, Peter Tillotson, Ken Parry, Kevin Hunter, Lachie Jackson, Noel Simpson, Phil and Rachel Stewart, Brian Edwards, Greame Paech, Gary and Noreen Mellington, Ian Thomas, Ray Turner, Graeme Anderson, Les and Teresa Szalinski, Linda Parker, Eva Barwise, Leigh Dwyer, John Bailey, Nick Neeson.

Moved: R Booley

Seconded: J Coates Carried

SICK LIST

None.

MINUTES

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

Moved: R Sykes

Seconded: L Booley Carried

CORRESPONDENCE (Fred)

INWARD

- Don Jarvie - looking for panel beater/painter for a restoration.
- New members badges.

OUTWARD

Letters Out

- New members approval letters sent to Joe Vella, David and Maree Fernyhough, Gary Wallace.

Moved: K Batson

Seconded: L Saliba 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: L Booley

Seconded: M McKenzie Carried

LIBRARY (Gary)

Gary detailed several books about classic cars that are worth a read and which are currently in the library.

DINE OUT (Gary)

Next Dine Out will be at Oppy's Bistro at the Norlane hotel.

EDITOR (Jon)

Jon advised the deadline date this month is the 21st September.

FEDERATION REPORT (Cheryl)

No report this month.

COMMITTEE REPORT (David)

- Three new members introduced
- The Rolls Royce was not able to come as scheduled.
- Display cabinet contents to be reviewed and valued for insurance purposes.
- Discussion on improving benefits to members and obtaining assets for clubrooms.
- Term Deposit rollover.
- MG Car club inviting other car clubs to display British cars on the long weekend in March.

VEHICLE PERMITS (Gus)

- Report on Rolls Royce stolen for parts.
- Check registration renewals for right address of WDHVC as there has been confusion with another club.
- 5 vehicles registered last month.
- In NSW all vehicles after 1969 models must be right hand drive.
- Vehicle on display in club is a 1910 Wolseley owned by David Perkins. David explained how the vehicle was discovered on a property and retrieved and restored by him with help from his father and other club members.

TINKER DAY (Ray)

Last outing at Steven Moore's was very successful. Next outing on the 20th is to be at Ken Batson's shed full of cars and very interesting bits and pieces.

MARS BAR AWARD (Dallas for Ray)

Ray Mathews won the prize for correctly nominating President Dallas as the motor bike rider.

TECH NIGHT (Peter)

A very interesting night planned for next month's tech night.

GENERAL MEETING MINUTES ctd

CRAFT NIGHT (Linda)

Mystery project planned for this month.

RALLY REPORTS/EVENTS (Rod)

- Merv. Baum reported last coffee morning at Deans Marsh was well attended.
- Damian Guistini reported on the long distance rally recently held in which nine cars attended.
- Sharyn Harris reported on the Drysdale machinery day recently attended.
- Upcoming events:
 - ◊ Mt Franklin club run, leaving Batesford.
 - ◊ Queenscliff market.
 - ◊ Cars for display for St Laurence at Grovedale.
 - ◊ All details in the Backfire.

LONG DISTANCE RALLY (Sharyn)

All ready for the rally next week.

SWAP MEET (Fred)

Nil.

GENERAL BUSINESS

Committee is requesting ideas from members regarding obtaining /purchasing items of interest for the clubrooms. Club will make list of items to procure with which to proceed.

Bendigo Swap bus trip for members is to remain with numbers required at the next meeting.

FOR SALES, WANTED & CONFESSIONS

Peter Telfer told about a recent trip to Shepparton with his trailer and wheel bearing problems.

Lindsay Noble told about his birthday gift driving a Morgan.

For Sale - Colin Chappell has for sale his 1954 Willys car.

Discussion on air bag replacements on various vehicles and the difficulties encountered.

Meeting closed at 8.40pm.

Ray and Judith Mathews gave a very interesting presentation about their various collectable items mainly in relation to shipping memorabilia and other pieces.

Next meeting to be held at 7.30pm on 9th October 2018 in the clubrooms.

- Laurie Mills

September Feature Vehicle - 1910 Wolseley



The car featured in the workshop for the September meeting was David Perkins' 1910 Wolseley-Siddeley. David and his father finished restoring the car in 1999, the restoration itself taking 20 years.

David highlighted some of its features which included a magneto, acetylene headlights and wheels that could not be removed (which meant the tyres need to be changed on the car). He found the car with a peppercorn tree growing through it, having been dumped in that spot in the 1930s. To retrieve as many parts as possible David and his father sieved the ground around the wreck for smaller items. As part of the restoration further parts were machined at the International Harvester company. David found a motor and radiator in Drouin, swapping them for a T model wreck found beside the Wolseley on a farm in northern Victoria. David said the car had primitive features. It had a very heavy crank start and was slow and difficult to drive, with the controls being in unfamiliar places. It was shipped from England to Kellow's in Melbourne in 1910, with an identifying plate found under the door. David described the car as a city car - very unsuitable for the bush.

In its third issue in 1999 the magazine Classic Motorist featured the 1910 Wolseley. The details and the black-and-white photographs on Page 6 & 7 were taken from this feature story.

Wolseley 12/16 - an Edwardian Gem

The car was described as a 12/16 hp Wolseley-Siddeley manufactured in Birmingham England in 1910. It was the result of a short partnership between J D Siddeley and the Wolseley Tool and Motor Company between 1906 in 1910. Before 1906, Herbert Austin had controlled the motor-vehicle arm of the Wolseley enterprise, producing two cylinder horizontally opposed engine cars with the characteristic scuttle bonnet.

After Austin left to begin manufacture under his own name, J D Siddeley, as the new manager, produced a number of well-built but conventional vehicles, with the 12/16 hp the smallest in a large range of models. It was designed in 1909 for the 1910 year. The Wolseley-Siddeley range went up to a 60 hp, six cylinder version, however the 16/20 hp 3 litre was by far the most popular: several of those models were sold in Australia and still survive.

It is not known how many of this model was sold in Australia, although they were not as popular or successful as the larger 16/20 hp. In 1910 all Wolseley cars still bore the Wolseley-Siddeley mark although J D Siddeley had left the firm in 1909. David's car has the Wolseley-Siddeley emblem, although, for the rest of the life of this model, the cars were simply known as Wolseleys.

The car has a side valve, four-cylinder 2250cc engine with exposed valves and guides. The steel engine block is cast in one, with the water jacketing, fuel inlet manifold and exhaust manifold integral with the block.

It is a very clean design that has limitations, particularly in respect to engine cooling. The engine and gearbox are set in a sub frame that slants down to the back of the car. In England these cars were fitted with a worm drive rear axle. However the colonial versions have a bevelled drive differential, no doubt to increase ground clearance. The car features a large radiator, 815 x 105 mm beaded-edge tyres and wooden non-detachable wheels.

Little is known of the early history of this particular car. It was sold through Kellows of Melbourne who were the Wolseley agents. When found the car still had the agent's brass plaque attached to the frame. English records show that it the car was manufactured between September and December 1910, then shipped to Australia. Wolseley had its own bodybuilding facilities and it is likely that many of the Wolseley small cars like this one were fully bodied in England.

What happened to this car upon arrival in Australia is a total mystery. It was already a wreck in 1932 and had been converted into a farm hack. David found the car by chance on a visit to a northern Victorian farm in 1975. The farmer recalled that as a lad in 1932 he acquired the Wolseley-Siddeley from some rabbit trappers. He attempted to drive the Wolseley on flat tyres along rough roads when a rear wooden wheel

collapsed. A steel agricultural wheel was wired to the differential as a makeshift fix and a team of horses then towed the Wolseley back to the farm.

The Wolseley was left in the farm paddock and never moved again. It was obviously an item of curiosity, as almost everything that was easily removable was taken off and the motor taken out and dismantled. Unfortunately during the scrap metal drives of the Second World War the engine block was lost. The radiator, which had also been removed, was put aside and missed the scrap collectors. When David found the vehicle it was completely obscured by a peppercorn tree which had grown through the chassis and front axle. This probably explains why the vehicle was still there. It was also buried beyond the axle in sand. The purchase price was based on the estimated



Extracting the veteran Wolseley meant first cutting away the peppercorn tree that had protected it for 43 years.

scrap value of the radiator. Removing the Wolseley was difficult with the site resembling an archaeological dig.

An excavation of the now collapsed shed in which the farmer had stored the disassembled engine turned up many engine parts and the original crank handle, however the aluminium crankcase had mostly disintegrated. It became apparent that a replacement would be needed. At home in Geelong those parts that were missing were identified. These included the doors. The hinges for the single (passenger side) opening door had been taken off and reused as a ute tailgate. The top of the roadster back had also been removed to enable the utility back to be constructed.

The original shaped wooden sides were intact. The whole rear section appeared to be wooden and although not usable was adequate for patterns. The front of the chassis on the front left and spring were badly broken and repaired by local blacksmith. This was straightened and welded into correct alignment. Otherwise the chassis was in good condition and due to the dry conditions still had the original paint on part of it.



By 1993 the veteran was mobile and David was able to putter around around his Ceres property.

A chance visit to a Drouin restorer yielded a Wolseley radiator and motor from exactly the correct model. After serious haggling it was agreed the swap would involve the radiator and motor in return for the remnants of the 1970 T model Ford from the same farm.

The motor was in reasonable condition other than the obvious work on bearings, timing gears etc. This restored engine now powers the car. There was no clutch and only parts of the original clutch were found on the farm. This was serious but enough remained for a replica to be made. The clutch is a multi-plate type, being semi-enclosed and running in oil. All of the 27 clutch plates were cut by hand from mild steel.

Most of the sheet metal work needed replacing, with guards and bonnet made during tech school night classes. The tub was in surprisingly good condition and was stamped to show that it was made of Sankey galvanised steel. This indicated that it probably came from England. The most difficult task was re-manufacturing the radiator sides and top tank, which were badly damaged. The original core was cleaned and re-used. The tank was remanufactured in brass, formed over a wooden jig made from Jarrah.

David's father Stan, and David himself, did the restoration over 20 years. Only the upholstery and paint were sent out to specialists. There were many periods when the project sat idle. The deadline that prompted completion was the Western District Historic Vehicle Club annual run in August 1995.

The car is interesting to drive but takes some practice. The brake and gear levers are on the right, beside the driver. Being a three speed, non-synchromesh crash gearbox, double de-clutching is very necessary. The handbrake operates metal lining to metal drums on the rear and is the usual brake used. The foot brake operates a transmission brake for slow speed only. The car has completed the 1996 and '98 Bay to Birdwood runs, the only problem being a failed magneto in 1998, after the run.

Use of the car is limited by its very pedestrian pace and obvious difficulties in negotiating modern traffic. The carburettor is set down low on the right-hand side of the motor and is gravity fed from a petrol tank underneath the driver's seat. To start the motor from cold requires a little petrol introduced into the combustion chambers through the priming caps. With a little luck and quite a few swings of the crank handle, the engine will spring into life and is fine tuned by ignition and throttle levers on the steering wheel. The carburettor is very primitive and has no easy adjustment. With the engine warm and the car running well, an extra air valve on the steering wheel can be used to introduce fresh air directly into the inlet manifold, producing a leaner mixture. This device is essential to avoid burning the valves.

When running well the car will cruise up and down the hills in third gear at an even 50 to 60 km/h. The Wolseley is unfazed by all but the steepest hills, no doubt in due part to the large flywheel. Acceleration is rather pathetic – a symptom of English Edwardian vehicles. First and second gears are only used at very low speeds and the Wolseley can easily pick up in third gear from anything down to 10 km/h.



The driving position is very upright. There are no instruments other than a large Bosch ignition switch and oil indicator gauge which simply shows by a drop of oil passing through the dial that the oil is flowing. Driving the Wolseley can best be appreciated on a slow jaunt on a country lane on a sunny spring day with the hood down.

With its polished brass radiator and brass lights, the Wolseley has a very upright but striking appearance. When its idiosyncrasies are mastered is the car is a pleasure to drive.

Original (modified) text by David Perkins. Thank you to Graham Pretlove, who supplied the magazine. - Ed



CALENDAR OF EVENTS

WDHVC EVENTS

See also -
calendar summary
on back page.

25 SEPTEMBER - TUESDAY TECH NIGHT - ACCESSORIES.

Do you remember the days when cars came with rubber floor mats, no radio, and definitely no cassette/8 track/cd, few gauges, no heater or demister, no air con, minimal brakes, no oil filter? Come along and join the fun. Bring any accessories you can think of. The more the merrier. Ladies and visitors are welcome. Craft Night is also on, giving the option of attending either. Be there around 7pm, so we can set up for a 7.30pm start. You are welcome to stay for a cuppa afterwards, and a plate with food on it would be appreciated. WEAR YOUR NAME BADGE AND GET A FREE CHOCOLATE FROG!

Contact: Peter Telfer 0427 526 938

30 SEPTEMBER - TUESDAY BACKFIRE FOLDING MORNING 9am Clubrooms Contact: Peter Telfer 0427 526 938

3 OCTOBER - WEDNESDAY VISIT TO GEN U SUPPORTED ACCOMMODATION Car Display, 2 Felix St, Grovedale. 3 more cars needed please. Meet at onsite at 10.30am. Contact: Rod Booley 5281 5340 (0417 021 982)

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

6 OCTOBER – SATURDAY SMELL THE ROSES DAY. OK, winter is nearly behind us now and it is time to dust off that old motorcycle again for the good weather that is coming. We could start the run off with a coffee in Torquay, as there are lots of good places for that there, and we can work the rest out on the day. We will leave the clubrooms at 10.30am for a back roads journey to a good day on the bikes. Cars are also welcome. Ray van Galen Ph 5278 9368

9 OCTOBER - TUESDAY GENERAL MEETING 7.30pm. Clubrooms. Guest speakers: Libby & Phoebe Mitchell will talk about the Down Syndrome International Swimming Organisation and Phoebe's recent participation at the World Down Syndrome Swimming Championships in Nova Scotia Canada, as part of the Australian team.

10 OCTOBER - WEDNESDAY DINE OUT 6.15pm. Clifton Springs Golf Club. Polish up the old sticks, go out early and have a hit, then come and join us for lunch. Contact Gary McCredden 5275 2544

11 OCT - THURSDAY COSTA HOUSE SHOW CAR DISPLAY, LARA Meet at Lara Pool Car Park, Forrest Rd Lara at 12 noon. 3 more cars needed please. Afternoon tea supplied. Contact: Rod Booley 5281 5340 (0417 021 982)

14 OCT - SUNDAY PRESIDENT'S RALLY AT GUS & PAM SHEA'S Dickens Rd Mt Duneed at 10.30am. BYO everything. Contact: Rod Booley 5281 5340 (0417 021 982)

NO OCTOBER COMMITTEE MEETING due to Geelong Show

18 OCTOBER – THURSDAY TINKER DAY. Start time 10.30am NOT FROM OUR CLUBROOMS, but from the Mc Donald's car park opposite the ex-Ford factory on Melbourne road. We will be travelling to Anakie and then turn left into Demotts road to visit Karl and Pauline Lorenz where we can have a look at their "stuff" and have our lunch after. As usual BYO everything, Food, Chairs, Thermos, and sense of humour. Ray van Galen. Home Ph 5278 9368. Ray's Mobile. 0411 954 865. Barb's Mobile. 0408 664 537

23 OCTOBER - TUESDAY TECH NIGHT . Come along and join the fun. Ladies and visitors welcome. Craft Night is also on, giving the option of attending either. Be there around 7pm, to set up for a 7.30pm start. You are welcome to stay for a cuppa afterwards, and a plate with food on it would be appreciated. WEAR YOUR NAME BADGE AND GET A FREE CHOCOLATE FROG! Contact: Peter Telfer 0427 526 938

26 OCTOBER - FRIDAY NOVEMBER BACKFIRE DEADLINE Contact: Jon Breedveld 0417 311 441

28 OCT - SUNDAY EARLY RALLY TO LAL LAL MARKET Meet at Caltex, Bannockburn roundabout at 9.15am. Contact Rod Booley on 5281 5340 or 0417 021 982.

CALENDAR OF EVENTS

See also -
calendar summary
on back page.

WDHVC EVENTS (ctd)

17 NOV - SATURDAY

CLUB BUS TO BENDIGO SWAP

\$20 Per person. Money to be paid when booking please. List at October Meeting.

15 DEC - SATURDAY

CHRISTMAS DINNER DANCE

This will be held in our Club Room. Pre dinner drinks and nibbles supplied, starting at 6.pm.

Catered 2 course meal provided, BYO Drinks and glass. Music, Dancing and Entertainment. All still for the same price of \$25 per head. Brendan Scott is the entertainer and the catering is by "The Shed" of Ocean Grove. Tickets will be sold at October Meeting, or contact Rhonda Foran on 0409 841 700 / 5248 2553 or Pam Shea on 0487 696 097.

OTHER EVENTS

18 -21 OCTOBER

ROCK THE CLOCK, CAMPERDOWN

21 OCTOBER - SUNDAY

TATURA SHOW & SHINE

28 OCTOBER - SUNDAY

GISBORNE SHOW & SHINE

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.*

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. More details shortly.

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.

- Rod Booley

Quotes About Cars

"A suburban mother's role is to deliver children - the first time obstetrically, and by car forever after."

- Peter De Vries

The World's Worst Cars?

Featuring cars dubbed a "Motoring Misfit" 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

MOTORING MISFITS

"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."

TOYOTA CROWN (1967-74)

Specifications

TOP SPEED: 162KM/H (100MPH)

0-96KM/H (0-60MPH); 12.7 SECS

ENGINE TYPE IN-LINE SIX

DISPLACEMENT: 2563CC (154CI)

WEIGHT: 1301KG (2890LB)

MILEAGE: 12.8L/100KM (22MPG)

CROWN: NOT TOYOTA'S CROWNING GLORY

When Toyota started to get its export markets into shape in the early 1970s, its success was based on a range of affordable, well-built but ultimately nondescript saloons and coupe's. There was, however, one notable exception-and it was certainly distinctive. The Series 2 Crown was introduced in 1971, and it was a perfect example of just how badly Japanese manufacturers misunderstood the luxury-car market. The Crown was built on a sound basis; - it was large, spacious and well-equipped, and had automatic transmission and high performance (162km/h).

But Toyota overlooked one fundamental element, and that was the styling. Having heard that European and American buyers liked their cars to have individualistic styling, Toyota went to town in the Crown – and the process created what was one of the most unharmonious, repulsive shapes ever to disgrace our roads.

That said, there was one especially intriguing model called the Crown Century. Built to supply the needs of statesmen and captains of industry, the Century was trimmed by hand, with lace frills on the door cards and seat edges, a choice of leather or velvet passenger seats and ornately stitched curtains, in a pattern of the buyer's choice, on all the windows in the rear compartment.

Earlier versions of the Crown were more attractive than later ones, which acquired huge chrome grilles and bizarre 'split level' styling. Toyota was desperate to make the Crown appeal to executive buyers, but it went over the top with styling. The car's chrome-encased nose and twin headlights were especially unpleasant.

One thing a luxury car needs is an elegant interior, but somebody forgot to tell Toyota, The Crown was trimmed in velour, and used the same shiny black plastics as lesser models in the Japanese firm's range.

Rust was always a problem. The Crown wasn't brilliantly well made, and rust found it way into the sills, doors, inner wings and trunk floor with alarming speed.

In the Crown Century, as well as lace frills and curtains, the options list also included built in bulletproof glass, so you couldn't even shoot the owner for having such bad taste.

- Graham Pretlove



Lancia Wins First Variety Bash

The winner of the very first variety bash was a 1924 Lancia Lambda driven by celebrity wine expert Len Evans. The owner and passenger was Rick Furlong. The pair drove from Castlemaine to start the variety



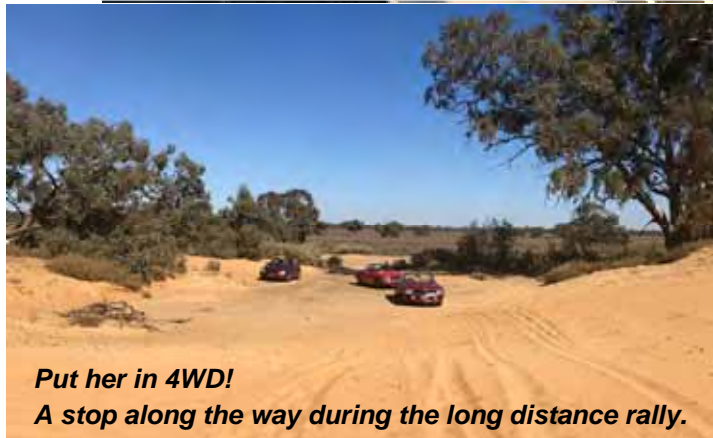
bash in Sydney. They then completed and won the event, before driving back to Castlemaine. Rick is not a member of our club. He is a member of the controversial feral car club in Castlemaine! 😊 As a side note, Rick refurbished the horses on the carousel on the Geelong waterfront.

Photo and story supplied by John Hickman.

Photo: Len Evans at the wheel of the Lancia Lambda.

Accident on Long Distance Rally

Five stitches and 10 injections and Ray' was fine again. The cupboard was down too low!



**Put her in 4WD!
A stop along the way during the long distance rally.**



CLUB MERCHANDISE

Show You Belong

The WDHVC has items on display in the cabinet at the rear of the Clubrooms for members to purchase.

Members can select from:

Coffee Mugs	\$15
Lapel Badges	\$10
WDHVC Metal Car Badges	\$25
Black Geelong Plates	\$33
Replica Inaugural Metal Club Badge	\$20
50 th Anniversary Metal Badges	\$20
WDHVC pens	\$4 each or 3 for \$10
WDHVC Log Book Reminder Stickers	\$2
Magnetic WDHVC Badges	\$4 each or 3 for \$10
Windscreen Banners	\$10

Contact:

David Mitchell (Ph 0409 099 716)
or Rod Roach (Ph 0438 783 902)

RALLIES & RUNS

Long Distance Rally

SILOS AND SUNSHINE TOUR, AUGUST 2018

Our first stop was the historic "Stick Shed". WOW what a masterpiece of engineering with timber, absolutely massive and must have used kilometres of timber poles.

On the road again to see our first of five sets of painted silos, just wonderful, and the artists did an amazing job just getting the scale of the paintings right.



We did a tour of the Murray River Gourmet Pink Salt Co. This is ancient sea salt harvested from underground aquifers under the Murray Darling Basin. This helps to combat the salinity problem in the Mildura area.



We also visited the Psyche Pump house. Psyche Bend Pump Station was built in 1891 by the Chaffey brothers. The Chaffey steam engine and pumps at Psyche Bend operated successfully until 1959, when electric pumps were installed nearby and the pumping station decommissioned.

One afternoon we visited a Holden museum just over the river and viewed a great collection that included one of nearly every model Holden made.

We went to Orange world, then the Australian Inland Botanic Gardens. WOW who would have thought that a wonderful place like this existed in the almost desert? We travelled to Swan Hill via Euston. We met up with one of our club members who has a property there. At Robinvale we visited the Rural Life Museum. What a collection these folks have, and so immaculately presented by the volunteers. (well done).



We went to Lake Boga and the Flying Boat Museum, another amazing piece of Australian history. Libby's father actually worked on the flying boats during the war.

Well done to Sharyn & Fred for a great trip. - Rod Booley.



RALLIES & RUNS

Tinker Day September 2018

On a nice sunny Thursday 46 members went to Ken and Sandra's place to see his collection of Fords and American cars. He came from a farm and had space to keep them. His collection consisted of retired cars and American cars. He came from a farm and had space to keep them. His collection consisted of retired cars and others he had acquired when they depreciated to little value, some from a motor wreckers and some from donations.



We walked between his cars and Ken told us a story about each. Examples included his ute, which was the farm workhorse and another that was donated by a neighbour with the keys left in it and it could still start. Some are on red plate and others are awaiting restoration.

He will need to live to a grand old age to complete all his projects. For all the Holden fans he had some models of Holden cars in his man cave.



Ken started his interest in cars at about 14 years old by making wooden models of them out of scrap timber from pictures

He has kept these models and they are in his man cave.

Being a warm spring day we ate lunch in the sun outside this sheds. Thank to Ken and Sandra for an interesting tinker day. An enjoyable day!



- Lindsay Alford.



For Sale



DIXCO diagnostic analyser for electronic and standard ignition systems (12 volt). \$75

Power timing light 305/c Fox Valley \$35.

Both in good order. Come with Instruction manuals.

Items individually \$75 and \$35 respectively or \$95 the lot. Call Barry on 0408 525 157. **10/18**



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.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).

WDHVC MEMBER PROFILE



Name?

Ken

Where were you born?

Melbourne

Family?

Wife Noelene, 1 son, 2 daughters and 3 grandchildren

Number of years in the WDHVC?

26 years

Other interests?

Rock & Roll and caravanning

What was your first vehicle?

FJ Holden

What vehicle would you love to own?

Early brass veteran vehicle

What vehicles do you have now?

'69 Fairlane

Profession?

Retired Admin Manager

Skills?

Jack of all trades

What bugs you the most?

News reports on TV

What makes you happy?

Family.

- Libby

Great Mars Bar Competition

The October Competition



I remember the day well when myself and three other mates were tearing along at full throttle in my 750 Renault along Portarlinton Road near the salt works, when a cheeky so and so passed us on a Vespa of all things.

I was demoralised and got the biggest ribbing from the other three mates for having been passed by an Italian 150cc scooter! Mind you, they didn't even own a Renault themselves! I wonder if it was this same young fellow that passed me that day?

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



FOR SALES, WANTED & CLUES

For Sale

Metal lathe (\$2500), transmission cooler; 12 volt electric fuel pump; electric brake controller; 2 Packard horns (6 volt—new); 2 Packard generators; 6volt coil; Packard cylinder head; water pump (Cadillac?); Dykes Encyclopedia 14th edition; 10" clutch plate; new windscreen wiper motor; spark plugs—KLG FT 55 (12); 1947 Packard grill. *Repair Manuals:* Fairlane EF-EL ('94-98); Fairlane & LTD; Buick '70s-all series; Buick '71; Falcon XD; Commodore '97; Cadillac hand book. A fair price is all that is needed - from late Ed McClurg. Call Graham 0409 241 558. **10/18**

1954 Willys Aero 4 door, 6 cylinder, overdrive manual. Made in Toledo Ohio. RHD. Gun metal grey. Good rally car. Red plates 03614-H. \$19,500. Call Colin 5248 4417. **10/18**

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

Triumph Stag 1976 3.5 l 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. \$20 per set.

Cast iron transmission, Torque flite \$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 radiators, alternators, starter motors - from \$30.

Call Hank 0407 507 002.

9/18

Clues

Wrecking: Falcon ED 1994. All parts in good order. Cheap. Call Max 0439 688 990 **10/18**

Wanted

Starter motor for a TC or TD Gemini 1600. Call Dallas 0432 172 171.

9/18

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.

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

PRINT POST APPROVED
PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA

BACKFIRE



1928 Lancia Lambda

October 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
23	24	25 Craft/Tech Night 7pm Clubrooms Accessories	26	27	28	29
30 September Backfire folding morning 9am Clubrooms	1	2	3 Visit to Gen U, Grovedale 10am onsite	4 Morning Coffee Run Clubrooms 9.45am	5	6 Smell the Roses 10.30am Club-vrooms!
7	8	9 General Meeting 7.30pm Clubrooms	10 Dine Out 6.15pm Clifton Springs Golf Club	11 Costa House display Lara 12noon Lara	12	13
14 President's Day 10.30am Shea's	15	16 NO Committee Meeting	17	18 Tinker Day 10.30am opposite Ford Factory	19 Rock the Clock 18-21 Camperdown Tatura Show & Shine	20
G E E L O N G S H O W W E E K			G E E L O N G S H O W W E E K			
21 Tatura Show & Shine G E E L O N G S H O W	22	23 Craft/Tech Night 7pm Clubrooms	24	25	26 November 2018 Backfire Deadline	27
28 Lal Lal Rally 9.15am Caltex, Bannockburn Gisborne Show & Shine	29	30	31	1 November	2	17 Nov Bus to Bendigo Swap