

BACKFIRE

Volume 58 No 4 August 2024

PO Box 200 Newcomb VIC 3219

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.*



www.wdhvcgeelong.com



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The President's Piece - notes from a big country

Greetings to all.

Today finds us in Kalgoorlie-Boulder WA.

It was quite an adventure crossing the Nullarbor Plain, surprisingly green and lush.

We were fortunate enough to watch many whales and their calves playing in the Great Australian Bight, even a rare white calf!



This area has much to keep us here exploring. The photos are of some of our stops along the way. We still have four weeks of roaming throughout southern WA.

Now to business. We are putting out another urgent call for a member willing to take on the role of note taker at our meetings. We cannot do without this essential role.

We are thinking of you all as you enjoy some special club events. Have a wonderful Ladies' Day, and thanks to Anne for organising such a special treat.

Thanks to Peter for another informative Tech Night. The Tulip and Pie Run sounds intriguing: Barb and Maurice, thanks for all your work on this.

We are sorry to be missing these special events, and looking forward to hearing about them and seeing the pictures!

All the best, and happy motoring,

John & Julie.



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 637 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.

HELD AT THE CLUBROOMS ON TUESDAY 9 JULY 2024

PRESIDING

President John Bailey opened the meeting and welcomed members and visitors to meeting No 637.

APOLOGIES

J Breedveld, D Jones, A DeBono, J Harman, T Schneider, G Baldock, H Graham, V Furst, A Tipper, R East, D Perkins, M Foran, R Booley, F McKenzie, D Harrison, L Dwyer, B Thompson.

Moved: Jim Coates

Seconded: Ken Batson Carried

SICK LIST

Nil

MINUTES

The minutes of the June general meeting as published in the Backfire be confirmed as a correct record.

Moved: F Dosser

Seconded: R Sykes Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Thank you card - Graham Baldock thanking the Club for their thoughts on his illness
- Thank you card - Coral Nicholson thanking our President and members for their help with the garage sale at our clubrooms

Emails In

- Kerry Burns - wanting to sell their father, Bevan Bell's, E Type Jag
- Colour Terang Festival- Car Truck and Bike Show Friday 27th September
- Motors and Masterpieces - Melbourne Showgrounds November 22-24
- RGAPS - Account for rental of clubrooms
- Allsure Insurance - insurance renewal for the clubroom contents
- Federation - advising that there are still sites available at the Bendigo Swap
- Consumer Affairs Victoria - receipt of payment of financial statement

OUTWARD

Letters Out

- Get well card to Brian Edward

Emails Out

- RGAPS - seeking permission to install a reverse cycle air conditioning in the garage
- Consumer Affairs Victoria - lodging of financial statement and payment

Moved: B Turner

Seconded: M McKenzie Carried

TREASURER'S REPORT (Maurice)

Maurice presented his report on receipts and payments since the previous meeting and presented accounts to be passed for payment, including the purchase of the new golf cart.

Moved: M Healy

Seconded: M McKenzie Carried

PROGRAM DIRECTOR (John)

No speaker for the next meeting.

LIBRARY (Phill)

A large number of Just Cars Magazines has been sorted and are available for members to take any they may be interested in. They are located in the garage.

Also some new shelves to be added for servicing type documents.

DINE OUT (Sharyn)

10 July at the Sphinx

EDITOR (Jon)

Nil

WEBSITE (Damien)

Nil

FEDERATION REPORT (David P)

Nil

COFFEE RUN (Colin)

- 35 members attended the visit to Common Ground. They also have produce grown and for sale for a good cause.
- August run is to Clyde Park (between Bannockburn and Lethbridge). Numbers are needed for catering.
- Also photos of club vehicles are to be taken by Jon Breedveld that may end up in a club calendar.
- September coffee run is to Ocean Mist Aged Care near Torquay where they will be providing coffee and cake.

COMMITTEE REPORT (David M)

- The club is planning to introduce a 50 year membership badge (we currently have 13 members who have achieved this milestone)
- Some discussion about our tax return due to be submitted this year.
- Also plans for housing for our new golf cart.

MERCHANDISE (David M)

Nil

GENERAL MEETING MINUTES ctd

TINKER DAY (Jon B)

Need names for the visit on July 18th to the Lara Heritage and Historical Museum for Devonshire Tea catering. Please let Barb van Galen know.

VEHICLE PERMITS (Gus)

Some activity with red plates this month and for the display vehicle Gus arranged for his son in law to bring in his 1991 Volvo which competed recently in a Cancer fundraising event called the Sxxx Box Rally. It was still covered in dust and mud. They had an option to buy it back at an auction at the completion of the event in Alice Springs. This they did and then ask the father in law (Gus) to fly up and drive it home because they already had booked their flights. Well done for raising over \$20,000.

RALLY REPORTS/EVENTS

See reports in the Backfire.

- BBQ in the bush to be held on 25th August. Need numbers by 21/8.
- September 22 is a run to visit two collections.
- 18th to 20th October is the Warnambool weekend.
- Ladies Day to be held on July 25th. 9:50 at the Clubrooms ready for a Library tour at 10:30. Lunch afterwards at the Gordon Restaurant (3 courses).

LONG DISTANCE RALLY (Lyn Jordan)

Plans well underway.

TECH NIGHT (Peter)

"Fuel pumps"

SWAP MEET (David)

Nil

KITCHEN (Pam)

Nil

GENERAL BUSINESS

- The shed for the new swap golf cart has been sited and extended so that it now houses both carts and trailer (thanks to John B and helpers).
- Max McKenzie passed on his thanks to Bernie Turner for all his help over the years in setting up the clubroom for meetings. He has now retired from this role. The club joined in thanking Bernie.

FOR SALES, WANTED & CONFESSIONS

Confession from Ken Parry that he managed to get his car and caravan bogged on his recent trip to Queensland.

Next meeting to be held at 7.30pm on 13 August 2024 in the clubrooms.

- David Mitchell

July Guest Speakers

THE NEWEST
CLUB IN
GEELONG

VIEW Club



The guest speakers on Tuesday night were Denise and Victoria, the Program Director and President of Leopold VIEW.

VIEW raises money to assist in the education of underprivileged school age children in conjunction with the Smith Family charity.

The Leopold VIEW Club is only 18 months old and already we have sponsored two children; one in grade 5 and one in year 12. We provide assistance with uniforms, books and camps.

This is only a small part of the Smith Family charity, which looks after children to make sure they get a good education and a start to make something of themselves in later life.

There are about 1.5 million children in dire straits in Australia, which is a sad indictment on the state of this country. - Shayrn

From the Presentation Slides

VIEW - Voice, Interests & Education of Women

Our Mission

As a leading voice and valued support network for women, VIEW actively raises awareness of and participates in the work of The Smith Family. VIEW is the largest community sponsor of Learning for Life students; we currently sponsor over 1,750 students and donate over \$1.5 million annually to support The Smith Family's programs.

What We Do

We have about 43 members and meet monthly at the Leopold Sportsman's Club

We have:

- interesting speakers to our meetings
- special events including Xmas in July, morning teas etc
- a book group which meets once a month at The Fork and Flower Café
- morning coffee group which meets at Betty's Laneway in Newcomb
- fund raising events ie a meet the author event in July

We donate goods to schools when necessary. Ctd overleaf

July Guest Speakers (ctd)

Origins of The Smith Family

The Smith Family was established in Sydney in 1922. During the Depression in late 1920s and early 1930s, The Smith Family assisted with food and clothing needs and in 1933, established a special hospital in North Parramatta to care for children affected by rheumatic fever.

Poverty in Australia

In Australia today, 1.2 million children and young people are living below the poverty line. Which equates to 1 in 6. Not having food to eat or being homeless are outward signs of poverty, but all too often financial disadvantage is hidden. In fact, 40% of the students The Smith Family supports and 50% of their parents/carers have a health or disability issue. More than 70% of the students have a parent or carer who is not in paid employment. One in 5 students in Years 5 – 12 have attended four or more schools

Sadly, the effects of disadvantage at home follow these children to school. At school, they miss out on things that other children take for granted. For example, one in three children from Australia's most disadvantaged communities are starting school developmentally vulnerable in one or more key areas, such as language and cognitive-skills; communication skills and general knowledge; or physical health and wellbeing. This has been exacerbated by two years of COVID

The Smith Family "Learning for Life" program

This program supports disadvantaged children and young people in 91 communities across Australia, supporting over 65,000 children by providing long-term targeted educational support for children experiencing disadvantage to help them stay at school, finish Year 12 and go on to work or study. We say "a hand up not a hand out". This program is funded by the sponsorship program. There are currently over 5000 children waiting for a sponsor.

The Cost of Sponsorship per Annum

- \$660 for year prep to 10
- \$936 for years 11 & 12
- \$1,320 for a tertiary student

Leopold VIEW currently has two students.



What We Do

1. We raise much needed funds – we fundraise through raffles, events, activities such as Christmas wrapping, fashion parades and Bunnings BBQs.
2. We volunteer – VIEW members volunteer their time and talents in many ways. Members knit beanies, make library bags, donate stationery and food items for Learning Clubs.

We sponsor students on The Smith Family's Learning for Life program.

VIEW is proud to be The Smith Family's largest community sponsor of disadvantaged Australian students and currently sponsor over 1750 students.

We raise awareness – VIEW is committed to supporting and advocating for young Australians in need.

Geelong-Specific Support

Here in Geelong the Learning for Life team of five supports 1200 students, work with six partnership schools: Northern Bay College, which has five campuses; East Geelong; Newcomb and Whittington Primary; and Newcomb Secondary. This year they have been able to add Leopold Primary School.



Wanted: Minute Secretary

A willing volunteer is urgently needed to take the minutes of the monthly general meetings, now that Leigh Dwyer has retired from the job.

To find out more about what the job entails. ask Leigh. To volunteer, contact John Bailey.

It's Your Newsletter, so Keep Contributing!

Don't forget to send me your contributions. Emailed, hand delivered, posted, by SMS or carrier pigeon! Hand written or typed. Don't leave it to the faithful few or your editor. If you are at an event, take a photo on your phone or scribble a few notes. Send them to: Mob. 0417 311 441 or editor@wdhvcgeelong .com

The Golf Cart Shed

The new off-site storage shed has now been extended, with a paving floor laid to keep the contents dry. Thanks to a recent working bee, the shed is now long enough to house both golf carts and maybe the BBQ trailer, as well as some sundries. This will free up valuable space in the club workshop. Thanks to John, Colin, Angelo Maurice, Gus and Fred for their efforts.

Photos: Maurice Healey

Job done! Thanks to Maurice, John., Angelo, Colin, Fred & Gus.



Positioning & levelling shed before extending.



The roof & rear wall on the extension.



Laying the paving floor



Stripping the rear wall before extending.



"She'll fit!" Trying out a golf buggy

Letters to the Editor



The Story Behind the Emus

I feel I should explain how these long-necked birds got into the club. It was the Swap Meet set up day, and I teamed myself up with Jon the media man. I thought: "He won't be doing much."

Next thing the post rammer is knocking the sticks in and Jon is going flat out. I'm keeping him company, asking questions, as I can do rather well. It's a wonder he didn't tell me to go to hell. When all is done and we're going past my old Bedford truck I had there for sale. I had a crazy sort of write up about it in the window. Jon read it and said: "How about you do a story for the Backfire?"

When we traveled Australia for many years, we had the pleasure of staying at Suttor Creek, a cattle station in Queensland, for a couple of years, where I did earth works for 15 drilling rigs doing exploration for coal for Newlands Mine. They had to have tracks, site prep and pits for water. Seismic lines: dead straight for five to ten kilometres. The station owned the equipment. It was a nice line up for one guy. A D10 dozer, a D9 dozer a 988 loader, a 16 F grader, a 12 G grader, a service truck with the lot, a 1000 gal. fuel tanker, a Cruiser ute and motor bike . And this is over thirty thousand acres, It was a nice little holiday fill in job.

I've got off track a little bit, but one day I found a little emu chick running in and out of the sorghum crop (they grew a thousand acres of sorghum under irrigation). So now I've got a little emu chick, and what a champion little fella. He grew quickly and he wouldn't leave me. I started to draw him and things he would get up to.

So that's the reason for the Emus .And they're loving being in the club, but already asking: "Can we sit in the front row with you? If we sit on the floor our heads won't be too high then."

"No that's right but ya long legs will be sticken' out and could trip the members that come up to speak. You two could find ya selves outside lookin through the window, so just behave: ya very lucky to even be in the club."

"We know but we can do stuff."

"Like what can you do?"

"We can do heaps of stuff. We're true Aussies we have long necks but will stick em out for our mates."

- Garry Wallace

Thanks for another quirky emu yarn, Gary. After I read your clever little "For Sale" notice in the old Bedford before the Swap, and learned that you had done lots of drawings of your emus "Eddy" and "Emma", I thought it might be fun to share your creative skills with fellow members. Little did I know that "Eddy" and "Emma" were to become the latest long-limbed "members" of the Club! We'll all try to avoid tripping over their long legs or sitting behind them!

- Ed.



"You two will be on the outside lookin in if ya don't behave."

Events Calendar

Updates will be sent by email and posted on Facebook.
(Please pass on to those without email addresses.)

- Thursday 25 July** **Ladies Day.** Leave clubrooms at 10am sharp. Geelong Library and Heritage Centre, 51 Little Malop Street, for a tour. Lunch at The Davidson restaurant, 2 Fenwick Street Geelong.
Contact: Anne De Bono on 0439 743 591.
- Friday 26 July** **Backfire** folding morning 9am Clubrooms.
Contact: Peter Telfer 0427 526 938
- Sunday 28 July** **Club Run "Tulip and Pie Run".** Meet at 11am at the Rippleside Park Geelong Playground. Entrants will received a set of instructions. (**See page 15 for an explanation.**)
Contact: Maurice Healy 0419 154 923
- Thurs 1 August** **Coffee Run** to celebrate the Horses' Birthday. Clyde Park Winery, 2490 Midland Highway Bannockburn from 10am. A lovely outlook awaits those attending, providing of course the weather is half decent. Definite numbers needed for this event, for catering purposes thanks.
Contact: Col The Coffee Co-ordinator. 0425 822 026.
- NOTE: Weather permitting, I will be taking photos of club cars at this scenic location, for consideration for inclusion in the 2025 Club Calendar. So bring your special car along if you'd like it to be considered.*
Contact: Jon 0417 311 441
- Tuesday 13 August** **General Meeting** 7.30pm in Clubrooms.
- Wednesday 14 August** **Dine Out** 6pm at Leopold Sportsman's Club.
Contact: Sharyn 0417 546 089
- Tuesday 20 August** **Committee Meeting** 7.30pm in clubrooms.
- ~~**Thursday 22 August** **Tinker Day.** No activity has been arranged.~~
- 25 August Sunday** **BBQ in the Bush.** Leave clubrooms 10.45am for a run to Bellbrae. Numbers needed by Wednesday 21 August for food ordering.
Contact: Ken 0437 254 351
- Monday 26 August** **Sept. Backfire Deadline 5pm.** *Contact: Jon B 0417 311 441*
- Tuesday 27 August** **Tech Night "Accessories"** All those after market goodies we used to add to our vehicles to give them some bling or make them more comfortable. Heaters, sun visors, spats, radios, A/C, fluffy dice, lay-back seats, interior mood lighting. You name it. All welcome. Arrive at 7 pm, so we can set up for a 7.30 pm start.
Contact: Peter Telfer 0427 526 938.
- Friday 30 August** **Backfire folding morning** 9am Clubrooms.
Contact: Peter Telfer 0427 526 938
- Thurs 5 September** **Coffee Run** 10am Ocean Mist Aged Care, 370 Grossmans Rd, Torquay. Old cars required to entertain the residents. Morning tea provided.
Contact: Col The Coffee Co-ordinator. 0425 822 026.
- 16 - 22 September** **Long Distance Rally** - to Mt. Gambier. If interested, please call Lyn.
Contact: Lyn on 0425 822 025
- 22 September Sunday** **Club run to Ballarat.** Visit two collections with a pub lunch in between. More details later.
Contact: Ken 0437 254 351

Other Events

Source: [swap-meets\(ozwrenches.com\)](http://swap-meets(ozwrenches.com)) and individual event flyers

Aug 25	Avalon Raceway Swap	Avalon Raceway, Swap and Sell,. Bookings: office@avalonraceway.com
Aug 25	Hamilton Swap	Hamilton Showgrounds
Sept 1	Nyora Swap	Nyora Reserve, Gruny Avenue, Nyora, Vic
Sept 8	Shepparton Swap	Shepparton Showground
Sept 15	Bairnsdale Swap	Lakesters Swap Meet, Lucknow Football Oval
Sept 22	Wallan Swap	Wallan Secondary College
Oct 5-6	Alexandra Heritage Festival	heritage machinery festival - Alexandra Museum
Oct 13	Colac Swap	Colac Racecourse, enq Graham 0428 394 249
Oct 20	Bacchus Marsh Swap	Maddingley Park
Oct 27	Talbot Swap	Talbot Football Ground
Oct 27	HTPAA Antique Hand Tool Market	St. Anthony's School Hall, 164 Neerim Rd, Caulfield East
Nov 10	Edenhope Swap	Edenhope Show Grounds
Nov 10	Maldon Swap	Maldon Racecourse,. Text Mark 0414 244 842
Nov 16-17	Bendigo Swap	Bendigo Showground
Nov 17	Cobden Swap	Cobden Showground Cobden Pioneer Park
Nov 24	Maldon Swap	Maldon Racecourse,. Text Mark 0414 244 842
Nov 24	Wangaratta Swap	Wangaratta Showgrounds
Dec 7/8	Glenlyon Swap	Glenlyon Swap Meet and Car Show, Glenlyon Rec Reserve

RALLIES & RUNS

July Tinker Day Run to Lara

Some fascinating displays and a delicious morning tea awaited the 27 members who visited the Lara Heritage and Historical Museum on 18 July.
Thanks to Adrian Van Der Lee and Marg Hose for these photos.

- Ed



RALLIES & RUNS

Mac's Bridge Classic Car & Aircraft Festival

This time of year sees quite a few club members heading for warmer climes. Among them was regular contributor, Tim Christie, who found himself at the Mac's Bridge Classic Car & Aircraft Festival on Sunday, 14 July, in Caboolture Queensland.

Tim reports that they had reasonable weather, with plenty of classic vehicles on display. The local radio presenter said they had 300 cars on display, along with the aircraft. There were many brands of historical vehicles to see. Tim sent these photos of the event. Thanks Tim. - Ed



RALLIES & RUNS

July Coffee Run to Common Ground

The Farmhouse Café at the Common Ground Project in Freshwater Creek was the location for the 4 July coffee run. By the look of the photos kindly provided by Geoff Lenton, the mood was upbeat, with lots of smiling faces.



More info about Common Ground
[Common Ground Project](#)



Here it is – BMC's new Marshal

We penetrate BMC's security curtain, get pictures – facts – a first-hand, pre-release road impression of Australia's newest locally-designed and produced car.

The British motor Corporation of Australia have just released to the public their first Australian car – the Morris Marshal or M95! It is a low-slung, six cylinder, 5/6 seater with slashing performance, excellent roadholding and a styling that, under the Morris nameplates, is quite unique.

We have driven this car. We like it. We believe it will sell well and will give good service.

Harking back to fundamentals however, let us hasten to point out that the Morris Marshal is not the all Australian car that BMC have been working on so guardedly since the beginning of 1957. *That, instead is a 1500cc car destined to sell in the low price bracket. We have seen it. It is good.* It is still some distance from fruition. Nor is the Marshal of the 100 percent Australian-designed and built product that is to be BMC's next stage in the scheme of things. That also is even a greater number of months in the future. But the Morris Marshal is what could well be called the company's first confident flutter of the new autonomous wings – first daring product of a firm that no longer holds itself tied to British tradition, and which is now co-relating the vast resources at its disposal towards the end of producing for Australia, cars which are best suited to this country – even though such cars may have counterparts nowhere else in the world!

Let us therefore look closely at the Morris Marshal.

Why the Marshal?

We see the a car that in overall shape is basically Austin A95: and this is scarcely surprising since to defray costs and to keep this new Morris at a low price level, use must be made of body dies and tools already available. We see a car that has roughly the same overall dimensions as the Morris Oxford, one which will seat the same number of people and which will perform a great deal smoother and more rapidly all round.

And we reflect that while the sober Oxford has been a slow seller in this country, the bigger Austins instead have sold well – hence the Australian company's obvious reasons for this choice of styling.

We find that the front end, the side flashes, the fascia, and certain detail changes differ substantially from the Austin: and we learn that these have emanated from Australian designers. They are in every way compatible and the car is an extremely comely-looking vehicle accordingly.

Can we therefore postulate that eventually this car will replace the Oxford on the Australian market? Probably.

We believe, in fact, that with the exception of the much-loved Morris Minor, almost every passenger vehicle in the Morris range will eventually be replaced by an Australian-designed, entirely different vehicle: but this we would emphasize must inevitably be a long range plan, and cannot possibly happen overnight. Nor – if it does happen – should owners of superseded Morris vehicles feel that they will be left "out in the cold"; for the basic mechanical components of all BMC's range remained virtually common to all, and neither spare parts nor service on any model should ever present a real problem.

Stylish

The new grille is easy to clean; is simple yet stylish. Above it, the heater area intake is cleanly styled and looks like exactly what it is – an air intake. The boomerang shaped motif takes place of precedence on the grill centre, and outboard, flanking it, are the

The Marshal on the road is a smooth, powerful puller and has good handling qualities.



flashing indicator lamps

– one on each side. Headlamps are hooded, yet not intrusively so; the use of chrome, in fact, throughout the whole car has been commendably restrained and is in good taste.

Separate parking lamps dominate each front fender top, and make excellent guides the distance gauging.

On each flank, and below the deep, curved windscreen, appear the new "Field Marshal" insignias, which are repeated again on the right-hand side of the graceful boots. Thin stainless steel side flashes run along both flanks, and these serve as separation strips for a variety of summary two-tone colour schemes. At the rear the top strip merges into a shapely panel of what appears to be anodised aluminium; giving the car, from the side, a distinctive appearance.

Seats doubtful

Inside, the basic Austin-style divided bench front seat, with disappearing armrests, is used. This we feel is a qualifiable blessing, since this type of seat, though admittedly a compromise, is neither one thing nor the other. As in the case of the big Austins, a third front seat passenger has perforce to sit on a pair of hard seat edges, and have another pair running up behind his spine – while the added comfort and excellent locating effect of well-shaped bucket seats is also absent. Better, we think, would be an honest full-width bench.

Good quality carpets are used on the floor, and the upholstery itself of imitation leather, is well put together and is comfortably shaped.

A dished safety-style steering wheel is used, of large diameter, and this has a full circle horn ring. A commendable point is that in the redesigning of the fascia, a totally different type of Smiths instrument has been used. These have matt black escutcheons and are unusually readable. The problem, common to Austins, of sun dazzle reflecting off the chrome escutcheons into the driver's eyes has been overcome in this new Morris.

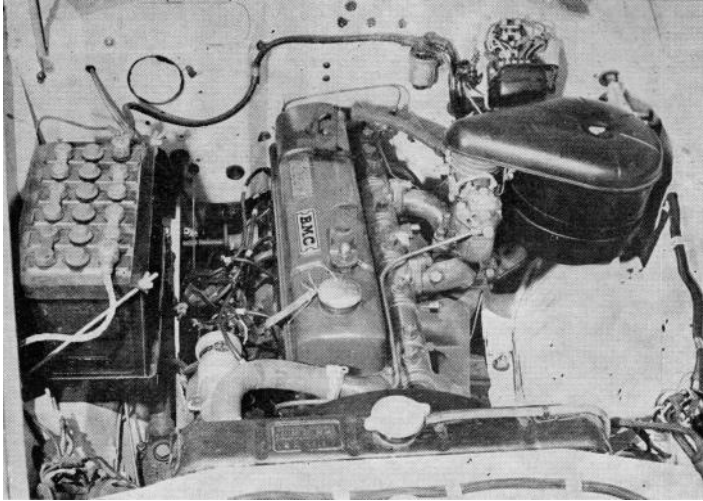
Safety padding extends along the top edge of the dash and, since the dash itself is cutaway underneath, in the event of a prang, the passenger would hit the padding, not the metal – as is the case in the current Oxford! Good attention to detail is evident all around, and we have no hesitation in saying that this car should catch on quickly and proved to be a popular seller.

Good Road Holding

Coil and wishbone suspension at the front end is off proven type, which augurs well for the handling and road holding of this pacey saloon. We wonder however whether the axle hop so noticeable under sharp acceleration in the A95 has been overcome, and we look forward to a full scale road test in order that we can report further.

Ctd overleaf

Here it is – BMC's new Marshal

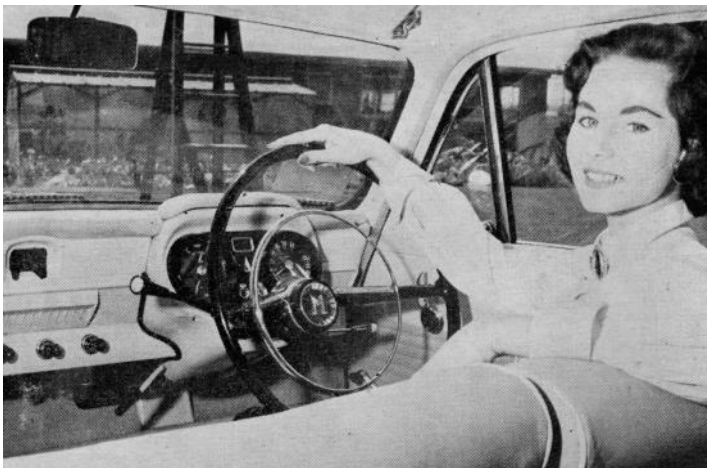


The engine is the big, six cylinder "C" type unit currently being used with success in the A95, Austin-Healy Six, A105, and other BMC vehicles; and already this engine has established itself a wonderful reputation for reliability and non-crankiness. A single downdraught Zenith aspirates this unit, which is turning out, in its "Marshal" state of tune, 85 brake horsepower at 4000 rpm. It should therefore be possessed of high top gear lugging power, and being under stressed, should rotate for a long time between overhauls. On the other hand, minor soup-up attention can raise this engine's output to about 100 brake horsepower which, coupled with the engine's undoubted good handling, should render it a formidable sports type saloon indeed!

Gearshift is identical to that of the Austin A95 and has the same pattern of movement. Gearbox ratios and final drive ratio are the same. Our only adverse comment in regard to the mechanical side is concerned with the weight of the bonnet, when being lifted. It needs, we feel, strong counterbalancing since at present it is unduly heavy.

We drive the Marshal

Naturally our road experience with the M95 was brief, and was limited by two things – the car's newness, and our obligation to keep within the factory's confines; since our test was conducted some two months before the car had been scheduled for public release. It was however sufficient to give us some very clear-cut impressions. It was more than adequate to make us look forward with more than usual eagerness to our coming road test.



Instrumentation consists of two matt black dials – one a 100 mph speedometer; the other containing petrol and temperature gauges. Tell-tales for traffic indicators, ignition and oil pressure centrally positioned large steering wheel is of dished type; has full circle horn ring.

In the first place, for no good reason that we can see, the Marshal sounds are different from the Austin A95. It has a rather more healthy burble from its exhaust; and almost sports car effect, which is pleasing to the ear.

The gearshift on our model was very tight and the gears were stiff of engagement – but the pendant clutch pedal fell comfortably to the foot, and its action was delightfully light and progressive.

Command

The big wheel gave one a feeling of command, and the gear ratios are highish, but well chosen. It appeared to us that first gear would, in season, run the car up to about 25, second to nearly 50 and third to nigh on 70 mph. Top speed of the Marshal we would estimate at about 85 mph – but let our road test coming later tell the story. However there is a distinct difference in feel also with the Marshall. Acceleration is brisk, although no attempt was made to record figures due to the engine's newness. The car corners strongly and surefootedly, with very little body roll; and will loaf along, smooth as silk, at 15 – 20 mph in high gear. The brakes needed equalising on our test car – but their action was strong and pedal pressure was light. We wonder whether any improvement over the Austin has been made in this department, following water immersion; and conversely in regard to fade. We note with pleasure, however that provision for ventilation has been incorporated in the pressed steel wheels.

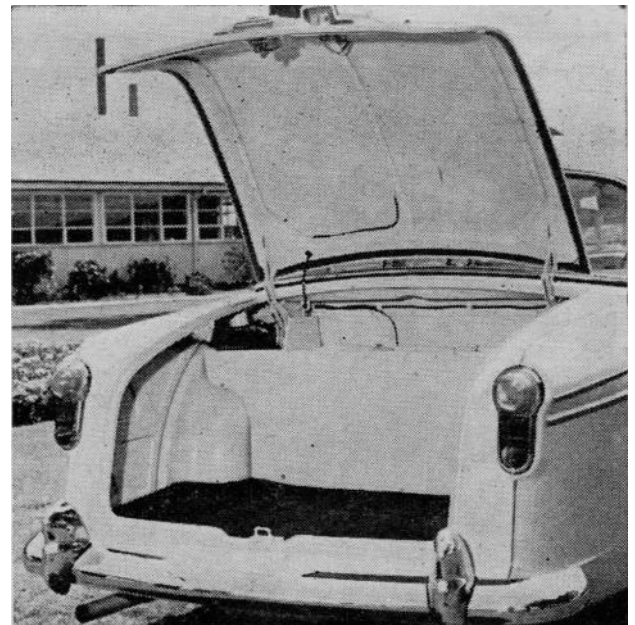
Smooth

Summing up, we feel the Morris Marshal is a smooth, benign town saloon, with more than a hint of tigerish aggression beneath the bonnet, should one cut loose the anchor. Its lines, though not dissimilar to those of Austin models, are nonetheless very distinctive; and certainly they represent a pleasing freshness when compared with certain other unhappily shaped – even stodgy perhaps – Morrises of recent years.

If the Marshal is – and we believe it to be – a foretaste of exciting things to come from a vigorous and entirely unfettered Australian company, we look forward with pleasurable anticipation to future BMC (Australia) productions.

That these will be both honestly-made and excitingly "different" we have little doubt!

- Wheels Magazine December 1957



A capacious luggage boot lies within the trimly shaped tail; it is reached by means of a counted balanced, easy-to-lift lid.

FOR SALES, WANTED & CLUES

Wanted

Wanted - Classic Cars & Drivers for Wedding

Club member Shayne Gardiner is asking members with classic cars to contact him about potentially hiring cars & drivers for a couple hours for his wedding, to be held in late 2025 or early 2026. He wants "something classy like a Rolls Royce, Bentley, Austin Princess, Jaguar or Mercedes, maybe around 1940s to 1960s." Need to be roomy enough for a bridal party.

Call Shayne on 0431 465 742 if you can help.

8/24

The Tulip Run Explained

(from **Events** Page 9)

Rippleside Park To Anakie Sunday 28 July

Why Tulip"? Well, the name harks back to a similarly-named Dutch Rally of the 1950s and 60s. Entrants received a set of instructions in a road book that marked the turns required along the intended route, with diagrams of the intersections.

There was a black bulb at the base of each picture, which indicated the crew's point on the road as they entered the intersection. These reminded the entrants of tulips, which grow from a bulb.

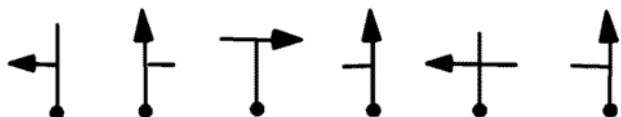
With numbered instructions with listed distances, both **intermediate** [to show the distance between instructions] and **cumulative** [to show how far the competitors had travelled] these became a very popular and easy way to follow the intended route. Many competitive rallies still used this form of diagram in their route instructions.

I have prepared a touring guide for your interest that combines the directions with an element of fun by including some simple questions to answer along the way. They are intended to add a bit more entertainment for you as you travel to Anakie this morning. There will be a small prize to the crew / crews who answer all of the questions correctly.

I hope you enjoy the drive.

Maurice Healy 0419 154 923

I also found this link on line - Ed
[Navigation - Tulips \(historicroad rally.co.uk\)](http://www.historicroad rally.co.uk)



FOR SALES, WANTED & CLUES

For Sale

For Sale. 1979 Peugeot 505 Station Wagon.

Complete & running. Needs TLC. Would make a good project. On club rego. Spares include engine, starter motor, headlights & more. \$1200.

Call John 0429 431 829

7/24



For Sale. Land rover wheels

LT235/70R16. Price neg. Call Lindsay 0402 213 908.

7/24



For Sale: 1947 Morris 8 E series

2 door sedan. VIN 119722. \$12,000.ono. Call Ron 0425 890 346.

5/24



Wanted

Wanted FX FJ Holden vacuum wiper unit.

Call Colin 0408 994 324.

7/24



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

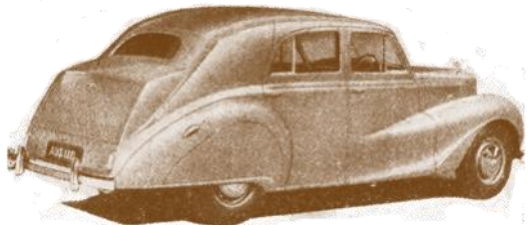
If undeliverable return to:

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PO Box 200
Newcomb VIC 3219

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1950 Rolls Royce Silver Dawn

August 2024 at a glance (details Page 9)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 Tulip & Pie Run 11am Rippleside	29	30	31 July	1 Coffee Run & Calendar Pics Clyde Park 10am.	2	3
4	5	6	7	8	9	10
11	12	13 General Meeting 7.30pm	14 Dine Out 6pm Leopold Sportsman's Club	15	16	17
18	19	20 Committee Meeting 7.30pm	21	22	23	24
25 BBQ in the Bush Avalon Swap Hamilton Swap	26 Backfire Deadline	27 7pm Tech Night "Accessories"	28	29	30 Backfire Folding Morning	31
1 September	2	3	4	5 Coffee Run Ocean Mist Aged Care ,Torquay	6	7
<p>EXTREME WEATHER (including Total Fire Bans) A club event may be cancelled on extreme weather days. If an extreme weather day is predicted members should either: check the club website; check their emails; or contact the event organiser.</p>						