

BACKFIRE

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PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com



Club meetings: 7.30pm 2nd Tues each month. Clubroom: Geelong Showgrounds, 79 Breakwater Rd East Geelong.



Backfire is the monthly newsletter of the Western District Historic Vehicle Club (Reg No A00011857H).
Member of the Federation of Victorian Veteran, Vintage & Classic Vehicle Clubs.

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President's Piece

Welcome to December. We have just been through the year that wasn't. It has been a very different year for us all and one I hope never to have to repeat, and certainly not next year. With any luck we may finally be able to have our long awaited AGM in January. That is if all goes well with the virus and the restrictions are eased to a level we can work with. The committee has been keeping a close eye on how things are going with this regard.

I think with the easing of restrictions, the ZOOM gatherings have probably filled the gap and are no longer needed, so none are planned for next month. The last coffee ZOOM was poorly attended and the Tech night ZOOM much the same. ZOOM filled the void for a time and the fact we don't need it any more is a good thing.

Last month I decided to go for a drive with Yve to Teesdale. We took the Clubman as it seemed so nice a day. Well blow me down if a few of our members didn't have the same idea! A really nice turn out with lot of smiling faces. Well I think they were smiling, the masks were hiding most of their faces but the eyes seemed to be indicating so.

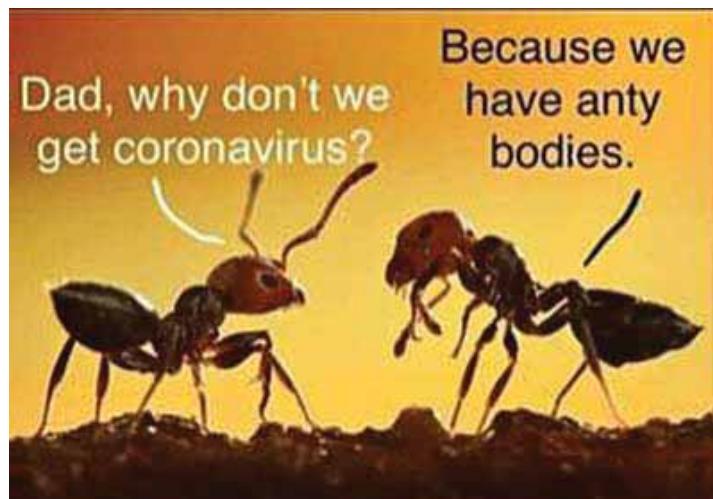
Saddened to hear the news of the passing of Ernest Miller last month. Condolences go to June and their family at this sad time.

The Buchanan progress is still a bit slow this month. I have the windscreen frame and posts in place and have made the necessary brackets and bits to fit the wipers. Supposedly the windscreen used on these cars was a Triumph Herald rear window.

As the glass that came with the windscreen frame was broken, I'm on the lookout for a new glass. Anybody know of one lying about?

Well with not much happening, not much to report. So let's hope we can get the all clear to have our AGM next month. But in the meantime, get out in your car or out in your shed.

- Dallas



2019 ANNUAL GENERAL MEETING MINUTES

MINUTES OF 52nd ANNUAL GENERAL MEETING OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC. HELD AT THE CLUBROOMS ON TUESDAY 9 APRIL 2019.

PRESIDING : President Dallas Jones.

Vice President: David Mitchell

APOLOGIES

As tendered at the April General Meeting.

Secretary / Public Officer, Consumer Affairs
Notification for Incorporated Association:
Fred Harris

MINUTES

Minutes of the 51th Annual General Meeting held on April 10th 2018 were confirmed as a correct record.

Treasurer: Maurice Healey

Moved: Rod Booley

Seconded: Sharyn Harris

Carried

General Committee:

David Perkins, Rod Roach, Barb Van Galen, Gus Shea, Rod Booley, Damian Giustini, Jon Breedveld.

REPORTS

The President and Secretary presented their Annual Reports, to be published in the May *Backfire*.

Trevor proposed that the nominated positions be filled.

TREASURER REPORT (Maurice)

The Treasurer read the statement of incoming and outgoing expenses as compiled by our auditor, which is available for members to review.

Moved: Roger Sykes

Moved: Maurice Healey

Seconded: Damien Giustini

Carried

Seconded: Merv Baum Carried

PRESENTATION OF TROPHIES

John Bailey presented the Presidential Chain to newly-elected President Dallas.

25 year membership badges were presented to:

- Kevin & Joan Smith;
- Graham & Raelene Pretlove;
- Fred & Sharyn Harris;
- Barry & Lyn Johansson.

Moved that Gary Harbert be re-appointed as the Club auditor.

Moved: Maurice Healey

Seconded: Ray Matthews

Carried

ELECTION OF OFFICE BEARERS

President Dallas vacated the Chair and introduced life member Trevor Schneider who took the Chair, thanking Dallas and all the office bearers for their work over the previous year.

All executive positions were declared vacant. Committee nominations did not exceed the positions available and so no vote was held. A vacant position was referred back to the new committee for their action.

The successful nominations were:

President: Dallas Jones

The Club Member of the year award was presented to Rod Booley.

Meeting closed at 9:37pm, followed by supper.

I want to be like a
caterpillar.
Eat a lot.
Sleep for a while.
Wake up beautiful.

ANNUAL GENERAL MEETING

In the pavilion beside the Club Rooms

Current Covid rules mean that we can now meet in person for our AGM. However, in this extraordinary year, the AGM will be different to any other. The 2020 AGM must be held to meet the Club's legal obligations as an incorporated association. It is vital that enough people attend to make a quorum (47 persons), so we get the formalities completed successfully.

The pavilion is large, so up to 150 members may attend under current Covid restrictions. The AGM will be as short as possible (expected to be no more than 30 minutes). Members will be required to stand, spread appropriately in the pavilion, for just long enough to ratify the agenda items listed. (You may bring your own fold up chair if needed.)

Sadly Covid means that we will not be able to enjoy the usual social interaction associated with a normal meeting or AGM. Members are to wear face masks and be spaced at 2m intervals. There will be no supper served and members are encouraged to leave directly at the conclusion of the meeting.

Of course this information is based on the current Covid 19 restrictions. Should there be changes in these rules, arrangements may need to be modified to suit. (While the Committee sees this as a less desirable method, one possible alternative would be to hold the AGM via Zoom, as canvassed in the November *Backfire*. Responses indicate that we may just have enough members attend via Zoom to achieve a quorum—and a sincere thank you to all those who responded.)

Let's remain optimistic that things stay as they are, or improve; let's mark the date of the AGM in our calendar and let's plan to attend (it's the usual second Tuesday of the month). We need to get this formality over with so that the WDHVC remains strong, legal and able to get back to normal.

The formal notice advising of the 2020 Annual General Meeting follows.

NOTICE OF ANNUAL GENERAL MEETING

All members are notified that the 2020 Annual General Meeting, (AGM), of the Western District Historic Vehicle Club Incorporated, will be held in the pavilion beside the Club Rooms, on Tuesday 12th January 2021. The AGM will commence at 7:30pm.

AGM Agenda

- Approval of Minutes of 2019 AGM
- President's Report
- Secretary's Report
- Presentation of the Annual Balance Sheet and Statement of Accounts for the 2019/2020 Financial Year
- Election of an Auditor

The following Executive and Committee nominations were received up to the end of General Meeting on March 10th 2020.

President:

David Mitchell

Vice President: John Bailey

Secretary / Public Officer:

(Dept. of Consumer Affairs - Notification for Incorporated Association) Fred Harris

Treasurer:

Maurice Healy

General Committee:

Graeme Anderson, Rod Booley, Jon Breedveld, James Park, David Perkins, Gus Shea, Barbara van Galen.

As nominations for the Executive and General Committee positions do not exceed positions available, no voting will be necessary.

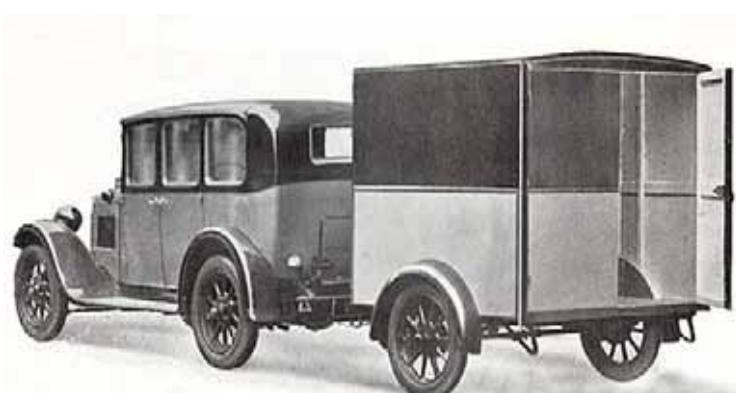
Fred Harris

Honorary Secretary

I went to the Psychiatrist today. She told me I had a split personality and charged me 160 dollars.



I gave her 80 Dollars and told her to get the rest from the other idiot!!





Gary's Giggles

Tall Tales from our Legendary Librarian

An Australian ventriloquist was on holiday in New Zealand. While strolling through a small town in the South Island he saw an old bloke sitting at the side of the road patting his dog. Behind him was his horse and a sheep.

"G'day mate," said the ventriloquist. "That's a great looking dog. Mind if I have a chat with him?"

The New Zealander says: "The dog doesn't talk, you stupid Aussie."

The ventriloquist ignored him. "Hey dog, how's it going?"
The dog replied: "Doing alright."

The New Zealander was astonished. The ventriloquist continued: "Is this Kiwi your owner?"

"Yep," said the dog.

"How does he treat you?"

"Real good," the dog seemed to say. "He gives me good tucker and takes me for two walks a day."

The ventriloquist then asked the New Zealander if he could talk to his horse. The New Zealander said, rather defiantly, "The horse doesn't talk."

"G'day a horse. How's it going?"

"Fine, fine," said the horse.

"How does your owner treat you?"

"Pretty good, thanks for asking. He rides me regularly, brushes me down often and keeps me in the shed to protect me from the cold weather."

By now the New Zealander was absolutely astonished.

"Mind if I talk to your sheep?" said the ventriloquist.

The New Zealander replied: "The sheep's a bloody liar!"

A bloke sat in a pub, just drinking a beer and minding his own business, when all of a sudden a big hoon came in, knocked him off his stool and said: "That was a karate chop from Korea!"

The bloke dusted himself down, got back on the stool and had another beer. All of a sudden the hoon knocked him down again and said: "That was a judo chop from Japan!"

He had had enough of this treatment and left the pub, only to return 15 minutes later, and with a huge WHACK! knocked the hoon unconscious.

He looked at the barman and said: "When he wakes up, tell him that's a crowbar from Mitre 10."

COMMITTEE MEETING

Main points from the Committee meeting held at the clubrooms on 17 November 2020.

- ◊ Two new members approved - Angelo DeBono and Paul Fullard. (Six new members conditionally approved are to be invited to attend in person at the next available Committee Meeting.)
- ◊ Turtle Bend coffee morning well attended. Planned to have two more in December - Thursday 10 Dec 10 at Bellbrae and location tbc on Thursday 17 Dec. (*Location confirmed as Drysdale – Ed*).
- ◊ AGM. Responses indicate that a Zoom AGM may work but will be marginal to get the required quorum.
- ◊ Notice in Dec *Backfire* for AGM to be held on 12 January subject to the current COVID 19 rules/requirements..
- ◊ Federation Report.
 - * John Lewis from Vic Roads attended and mentioned that they require any procedural changes to the CPS by the end of December.
 - * Bendigo Swap for 13/14 Nov. 2021 is not yet confirmed.
 - * All Federation Events for the first three months of 2021 are cancelled.
- ◊ G Anderson now responsible for Club keys.
- ◊ Xmas entertainment is to be postponed for 12 months
- ◊ 2021 WDHVC Swap Meet. Whether to proceed will be reviewed in January.

CORRESPONDENCE NOVEMBER 2020

LETTERS IN

- ◊ Bendigo Bank - account statement
- ◊ Tim Paech - new member payment
- ◊ Paul Fullard - new member application

LETTERS OUT

- ◊ Consumer Affairs Vic - requesting an extension to our AGM meeting
- ◊ Tim Paech - welcome letter to new member

EMAILS IN

- ◊ Federation - CPS review by Dept of Transport for our consultation on the scheme

EMAILS OUT

- ◊ Consumer Affairs Vic - requesting an extension to our AGM meeting but they required it by letter

- Fred Harris

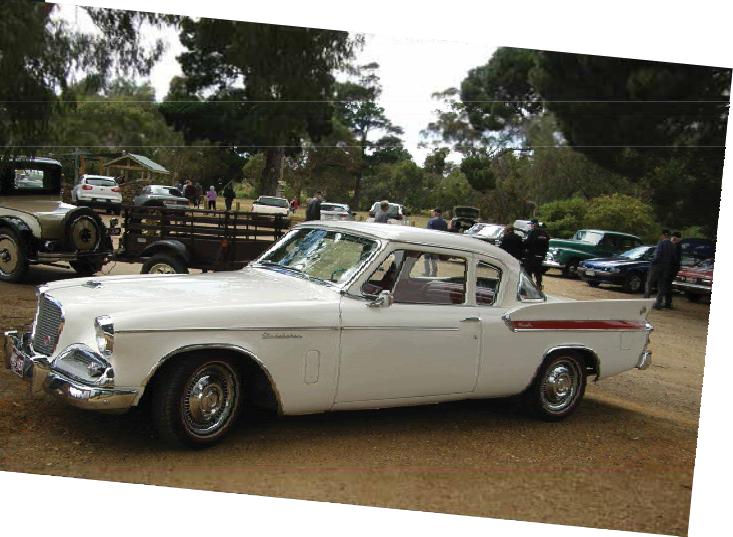
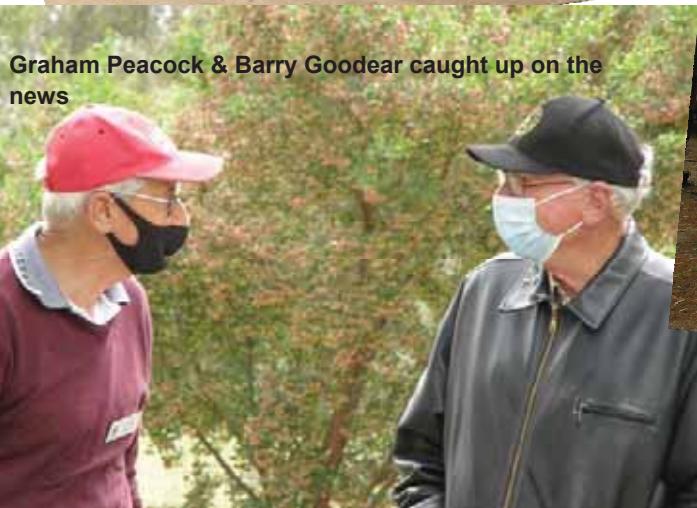
non RALLIES & RUNS

Another Coincidental Coffee

The name might suggest that Turtle Bend is a slow spot, but it was rather a sweet spot for those who happened to be there on 12 November. Over 30 members spread themselves about this delightful little park and brought along a good turnout of vehicles. It was great to see little clusters of people standing or sitting while enjoying a coffee and a bikkie. Masks remained the order of the day but the weather was kind and people seemed to relish the chance to get out and safely take part in an outing.



Some of the classics that had an air out
Graham Peacock & Barry Goodear caught up on the news



Peter & Chris Connelly brought their Studebaker Lark along

non Events Calendar

December Coffee Runs

Thursday 10 December. Meet at the Bellbrae Rec Reserve in School Rd at 10.30am, BYO everything or buy a coffee from the Bow Side Cafe just up the Ocean Road. .

Thursday 17 December. Meet at the Drysdale Railway Station at 10.30am, BYO everything or buy a coffee from the van.

Contact: Rod Booley 0417 021 982

Dine Out

Wednesday 13 January - Maintaining our traditional Fish & Chips at Queenscliff as the first Dine Out event for 2020. To quote Gary: "turn up, picnic, fish & chips". Trident Fish Bar, 4 Gellibrand St (opposite the park) Sounds good!

Contact: Gary McCredden 0427 752 544.

Please bring your masks, observe distancing rules and form appropriate groups upon arrival.

non RALLIES & RUNS

Coincidental Coffee - more photos from Turtle bend



Tony Brincat, Fred Dosser and Fred Harris enjoying the fresh air and good company



"G'day my friends. How have you been?"



Anything mechanical takes our interest



Peter & Gaylene Telfer catch up with Graham Baldock

Coffee in the picnic shelter was the order of the day.



Dallas & Yve in appear in earnest conversation



Towing in the good old days

I remember my father in law selling his caravan just before they were required to have brakes retrofitted. My 6x4 trailer was purchased before metrication. It had a gross weight of 15cwt (later converted to 750kg). This is the maximum permissible gross weight for a trailer without brakes. Because the trailer was wider than my car I had it registered, which originally cost \$6 and is now \$60. Having the trailer registered was an advantage when taking it interstate with the camping gear. The other states do not have an exemption for trailer registration. You can be fined when going interstate with a Victorian exempt trailer.

Motor vehicles now need a manufacturer's maximum towing capacity and the gross vehicle weight combination included in their specifications. The vehicle will have a tare weight (empty) a load capacity (weight of people and luggage) and a gross maximum weight (tare plus load capacity). The vehicle will also have a maximum tow ball weight. The tow ball weight has to be added to the load capacity. The ball weight of a trailer or caravan is usually 10% of its gross weight.

Now for the important one. The gross vehicle combination weight is less than the total of the vehicle gross weight plus the maximum towing weight by several 100kgs. This applies to all cars and utes. As an example, RAM utes have a very large 4.5t towing capacity but the gross vehicle combination is a significant 900kg less. It is very easy to overload when towing. Also, most caravans only have a 200kg carry capacity so it is almost like packing your suitcase when flying.

- Lindsay Alford



Towing in the good old days, when the only consideration was: "Does the engine have enough power?"

A summary in Wikipedia adds:([Vehicle weight - Wikipedia](#))

Gross combined weight rating (GCWR)

The gross combined weight rating or gross combination weight rating (GCWR), also referred to as the gross combination mass (GCM), gross train weight (GTW), is the maximum allowable combined mass of a road vehicle, the passengers and cargo in the tow vehicle, plus the mass of the trailer and cargo in the trailer. This rating is set by the vehicle manufacturer.

The GCWR is a function of the torque output of the engine, the capacity and ratios of the transmission, the capacity of the driving axles and tires, the capacity of the radiator and the ability of the chassis to withstand that torque.

As another internet blog puts it: "When you choose to overload and exceed the GCWR, you are at risk of damaging both the tow vehicle and trailer, and you put your safety and the safety of those around you at risk. When the GCWR is exceeded, the ability to control the load becomes extremely difficult and trying to slow or stop that heavy of a load can be nearly impossible. It is also important to note that the brakes on the tow vehicle are only rated for the GVWR and not the GCWR."

The blog included this explanatory illustration from Ford's Towing Guide.

- Ed

Base Curb Weight + Cargo Weight + Passenger Weight = Gross Vehicle Weight (GVW)
GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

GVW + Loaded Trailer = Gross Combination Weight (GCW)
GCW must not exceed GCWR (obtain from charts on pages 18-32 or your vehicle's Owner's Manual).

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MOTOR CAR SMASHES

Lachie Jackson sent in some photos from the 1920s and 30s show a dramatic and tragic side effect of the golden age of American motoring. The pictures were taken in and around Boston, Massachusetts by Leslie Jones, who was staff photographer at the Boston-Herald Traveler Newspaper from 1917 to 1956.

Mr Jones captured everything that happened in the city for five decades and when he died in 1967, his family donated a vast collection of 34,000 prints to the Boston Public Library. They included these fascinating photos of vintage car wrecks from the great motoring boom. Motor cars became affordable to the masses for the first time in the 1920s. By the end of the decade a Model T Ford cost \$298, just a fraction of the \$1,200 it cost in 1909.



This truck stood no chance when it came into contact with a tree on a rural Massachusetts road, disintegrating on impact - leaving just the steering wheel intact.



© Leslie Jones/Boston Public Library
This car remarkably survived a collision with a utility pole in Cambridge, Massachusetts - with just a mangled bumper to show for the crash.



Giving a rare glimpse of the day's fashion, a group of men look over a crumpled car that sits by the side of a residential Boston street.

The introduction of hire purchase also made it much easier for members of the public to buy cars, and by 1929, 20 per cent of Americans were on the road. Ford, Chrysler and General Motors were all competing for the boom in business and by the time the depression hit in 1929, Ford was producing more than one car every minute.

Technology meant these early cars were capable of achieving speeds of up to 50 miles per hour - but safety measures were nowhere near as advanced as they are today. Add in the fact drivers didn't need to pass a test before they got behind the wheel, and it's easy to see why accidents were frequent and often spectacular.



Passers-by try to figure out how this car ended up nose-down in a trench in Boston's West End. A glance at the rough, dirt-covered road provides a clue.

A History of the Motor Vehicle Crash

These photos of early US car crashes prompted me to delve into the history of motor vehicle accidents.
Here is what I found out. - Ed.

The very first accident involving a motor vehicle is said to involve French inventor, Nicolas-Joseph Cugnot in 1771. Cugnot supposedly built the very first "self propelled mechanical vehicle" capable of carrying passengers. The story goes that in 1771 Cugnot invited several French officials to join him on the maiden voyage of his steam wagon. During the trip, the vehicle careered out of control and smashed into a garden wall at a nail-biting 2 mph. Some historians question whether this actually happened, due to scant direct documented evidence.

A better documented accident occurred in 1869. On 31 August in Birr Ireland, Mary Ward, a scientist and writer, had the unfortunate status of becoming the first person known to be killed by an automobile. Mary and three companions were enjoying a trip on a steam powered carriage. The carriage hit a bump, throwing Mary from her seat and into the path of one of the carriage's wheels where she was crushed and killed.

This murderous steam carriage itself was invented by the pioneer of the steam turbine and Ward's cousin, Sir Charles Algernon Parsons and his brother. Parsons and his brother were two of the passengers when Mary was killed. Luckily for the world, Parsons wasn't deterred from inventing by this terrible accident and went on to contribute massively to the world of engineering.

In 1896 the first fatal accident occurred on English soil. Bridget Driscoll, was struck and killed by an automobile going at 4mph. According to witnesses, Bridget saw the vehicle "zigzagging" towards her and simply froze out of either fear or utter confusion, and was unable to get out of the way.

The first accident in the US occurred in Ohio in 1891. This was decidedly less dangerous and ended with all parties leaving unharmed. It involved automobile legend John William Lambert. The accident itself was the result of Lambert hitting a tree root and swerving out of control. If only he'd thought to invent power steering first.

While I couldn't find a reference to the first car accident in Australia, by 1925 there were 700 road deaths recorded (Australian Transport Safety Bureau, Canberra, 2005).

The first person fined for a motoring offence in Victoria was a Mr W. Proctor, General Manager of the Dunlop Rubber Company, in 1900. Outside the Flemington Race Course, it was claimed, he frightened a racehorse, which ran into his car (a 3.5 hp Benz) and broke its leg.

In the legal action which followed, the Chief Justice ruled that under the Steam Roller and Traction Engine Act, he be prosecuted for exceeding the 3 mph speed limit and that such vehicle must be proceeded by a man walking and carrying a red flag. He had to pay £250 compensation for the horse and a further £250 in legal costs.

In New Zealand the first automobile crash (non-fatal) happened on 12 October 1904, in Auckland when, Capt Subritzky's car collided with a tramcar in Hobson Street. The first fatality was on 12 September 1906.

During the 20th Century, more people were killed in road accidents than in all wars combined. It is estimated that if the present trend continues, in India, which has the worst accident record, vehicles will be killing 200,000 people each year.

More Early Buick Stories



This photo of a veteran Buick (with people on the inside and not pushing!) was taken in the 1920's in front of my grandfather's (a Boer War veteran) business in Market St. Kyneton. Family history has it that Grandfather used to take a team of horses pulling a drag loaded with passengers to the Hanging Rock Races and introduced the Brick as the first hire car in Kyneton, regularly picking up travellers from the Kyneton station and returning to central Kyneton.

Trust this is of interest in light of the photo of a Buick's in the last month's Backfire.

- Harold Newton

MAINTENANCE HINTS

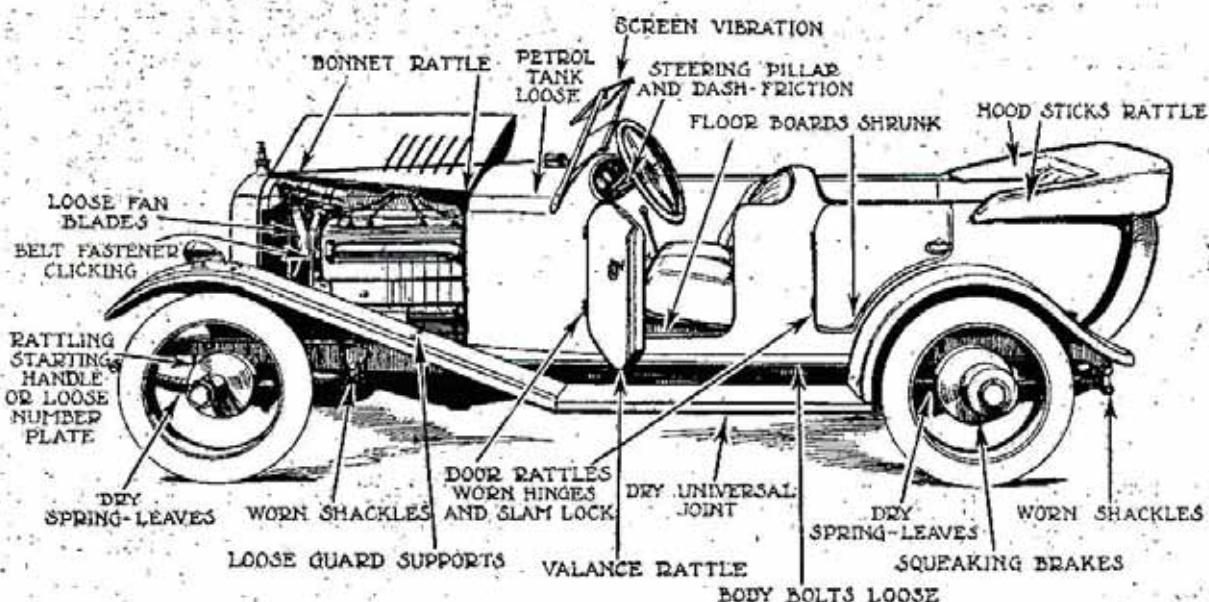
May 25, 1926

THE SOUTH AUSTRALIAN MOTOR

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Car Noises, Their Cause and Cure.

An Investigation of the Numerous Irritating Rattles and Squeaks which Manifest Themselves in a Car that is Allowed to Lapse into a Neglected State, with Suggested Remedies.



IN the mind of the novice motorist there is often a nervous dread that his new acquisition is not running quite as it ought to run. A vague idea that there is a squeak or rattle somewhere haunts him, leading him to fear the worst. Such noises when investigated, however, will probably boil down to mere lack of lubrication of some moving part. Taking the noises in the order in which they occur most frequently, they proceed from the springs, spring shackles, universal joints, starting handle, brakes, wheels and various parts of the engine.

Then come noises from the bodywork, door hinges, steering column where it is anchored to the scuttle dash, hood, windscreens, wings and valances, tool boxes and the various gadgets with which the average owner loves to adorn his car.

Advantage of a Grease Gun.

Nearly every modern car nowadays, especially if it be British or American, is equipped with a grease gun, easily filled with grease or gear oil, easily attached to the car by a bayonet catch or a simple thread, and only requiring the minimum of exertion on the part of the owner to keep everything well greased and silent. It is not necessary to soil one's hands to perform this most essential operation. But how often do we hear every unfortunate shackle protesting loudly that it needs attention, especially in dry, dusty weather? This phenomenon occurs far more frequently on new cars, which have tight bushes everywhere, than on older ones.

Most owners, on being approached, or reproached, as the case may be, will say, "Oh! but it cannot be the shackles; they were done only last week."

Those people who are not the fortunate possessors of a grease gun should acquire one—in most cases they can fit the adaptors themselves. They will not regret it, especially if they had experience of the old method of try-

ing to fill up grease caps with an old saw blade, more often than not leaving a large, but invisible, air lock which reduces the amount of grease that can reach its destination. The threads then become so worn that the grease squirts out at the sides.

It is surprising what little wear takes place on properly lubricated shackles; this alone should ensure punctilious attention to their requirements in this respect.

Spring Gaiters.

The springs themselves are now often gaitered, and require little attention. Some, however, are fitted with lubricators on the gaiter itself, a great convenience which should render dry spring leaves an unheard-of occurrence.

Far more movement takes place on the ends of spring leaves than most people imagine, and it is only when the leaves are stripped for inspection that the motion and consequent wear become apparent.

It is indeed difficult to see how spring leaves, unless fitted with some form of spring gaiter, can retain their lubricant, though a common way of getting over the trouble is to bind the leaves with tape or canvas puttee. This method, though effective, is not to be recommended if the springs are naturally very stiff, as it tends to make the spring too rigid.

Apart from squeaks, an irritating and illusive cracking noise may develop on the springs and shackles, due to the fact that the main leaf ends are a loose fit in the shackles. This is most apparent on turning corners, when the weight of the chassis and body is thrown to one side. A shackle bolt is usually shouldered, so that tightening the nut will not take up the slackness. The insertion of a steel washer of suitable thickness will banish the noise. Wear will usually be found to take place on the rear portion of the front springs, and the front portion of the rear springs, more than at the point of anchorage to the chassis itself.

Kindly mention "The South Australian Motor" when communicating with advertisers.

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THE SOUTH AUSTRALIAN MOTOR

May 25, 1926

A new form of shackle, made of fibre and lubricated with graphite, has recently been introduced. Though as yet not well known, it should prove perfectly silent, and should require the minimum of attention.

Some manufacturers fit small oilers in the centre of the shackles. These have proved satisfactory, as the average person prefers to use an oilcan rather than a grease gun, though with small oilers there is always the risk of mud and dirt clogging the small hole and preventing the ingress of the oil. Make sure that grease or oil reaches the shackles, and spring squeaks will cease from troubling.

Universal Joints.

In most modern cars universal joints are efficiently enclosed, no moving parts being visible from the engine to the road wheels; yet on many chassis, where the cardan shaft is not enclosed by a torque tube, it is difficult to retain grease in the blocks or bushes, as the case may be, unless some form of boot or bag is fitted.

Fabric discs, of course, need no lubrication; but where the old fashioned boots are still used, care should be taken to see that they are not too large or too loose, or overfilled with grease. The latter fault will cause a bulge, and centrifugal force will probably burst the container, with messy results.

The squeak, or shriek, caused by a dry universal joint is most unpleasant, and should immediately be rectified. A worn universal joint, apart from creating undue strain on the final drive, tends to set up clatter, especially when driving slowly, and is attended with a lurching motion of the car when engaging the clutch.

Starting Handle, Number Plates.

A source of rattle is frequently the starting handle, especially when the hand grip has become worn. This can readily be prevented by hooking up the handle with a strap or inserting it in a leather holder, which has the additional advantage of keeping it clean.

The number plates are usually fastened to the front axle by two small screws only, and vibration will readily loosen them, causing a rattle which is not always easy to locate.

On a car fitted with fabric-lined brakes, how often do we hear a piercing shriek as the car pulls up, causing as much annoyance to the public as to the driver? The trouble is usually caused by pitch or similar substance melting out of the linings and adhering to the brake drums. It can readily be stopped by a liberal washing of kerosene; but let the driver beware afterwards, as he will find that his brakes are practically useless for the first dozen or so applications. The remedy is to drive the car a short distance with the brakes hard on.

Cars fitted with wooden artillery wheels will occasionally, in very dry weather, give forth ominous creaks from the wheels, due, most probably, to shrinkage. American products are the worst offenders in this respect. The usual remedy is to soak the wheels in water.

Another form of creaking, chiefly on American cars, which are very frequently fitted with detachable rims, is occasioned by the rim nuts being insufficiently tightened. Slackness here is also harmful to the rims themselves, as it tends to produce creeping, and may possibly pull the tyre valve out of the vertical.

Inside the Bonnet.

Inside the bonnet a variety of minor squeaks and rattles may develop and ought to be easy to locate, as they can be searched for whilst the engine is running and the car stationary. The most frequent rattle, possibly, proceeds from the fan. The fan blades, if of riveted type, may be loose or the bearing worn. Some fans serve a double purpose, the end of the fan shaft entering the water jacket, and having a water circulating vane attached. This type is the most likely to wear owing to its weight, and care should be taken to see that there is no undue end play

in the bearing. It is also essential to see that the shaft is amply lubricated.

Occasionally a leather fan belt, if its ends are joined by a brass clip, may click every time it rotates on the pulley. Even round leather belts, the ends of which are attached by wire, are not immune from clicking when the ends do not properly meet.

A high-pitched squeak in the engine may occasionally be traced to a magneto or dynamo carbon brush. If the squeak is intermittent, the distributor may be the source whence it comes; if permanent, either the armature slip ring of the magneto or the commutator of the dynamo. These squeaks can usually be cured by removing the brushes and rubbing them with glass paper. Covers to the overhead valves should be screwed up tight.

It is common practice nowadays to carry oilcans, spanners, jacks, etc., under the bonnet, and these are all potential rattlers when not properly secured.

Coachwork Squeaks and Rattles.

A really first-class body will outlast the chassis and give no trouble whatever. Unfortunately, however, mass production affords loopholes for noises to develop, sometimes after only a short period of road running. When one considers the design of the average four-seater body, with sliding front seats and four doors made as wide as possible, one will readily understand that there must be a weakness in the side of the body, especially between the two doors. Manufacturers, always slaves to public fashion, endeavour to remedy this defect by strengthening the pillar between the two doors with a U-shaped iron across the full width of the body, or by staying the pillar fore and aft with angle irons, to ensure a rigid door framing. A door will rattle for various reasons, such as hinge pins being worn, screws being loose (a common occurrence), weakness of the bottom portion of the body, worn slam locks, worn door stops, or lack of them altogether, and lastly warped doors.

BROADCASTING OF HEAT.**A Future Possibility.**

Broadcasting of heat by radio is predicted by Professor S. E. Dibble, of the Carnegie Institute of Technology and President of the American Society of Heating and Ventilating Engineers. He contends that it is no more improbable to broadcast heat waves than it is to broadcast sound waves. But, before this can be done, he points out, research workers must discover instruments to control heat waves, chiefly a detector which will intercept the waves, hold and amplify them.

"Transmission of heat by atmospheric conductivity is essential because of the gradual exhaustion of the elements of fuel," said Professor Dibble. "The day is not far off, in my opinion, when we shall see huge centralized heating plants broadcasting heat to homes, industries and office buildings. Our hope is to incline the activity of research men toward this objective. We know that heat travels through space, through solids, and when we once learn how to pick up these waves and control them, heating throughout the world will be revolutionised. Heat broadcasting will mean better health to the public, because it will eliminate from the air the impurities of present-day heat-making systems."

"There is plenty of room at the top without pushing anyone off."

* * * *

"A gem is not polished without rubbing, nor a man perfected without trials."—Chinese Proverb.

* * * *

"A firm chin is helpless without a stiff upper lip."—Hubbard.

Kindly mention "The South Australian Motor" when communicating with advertisers.

Some of us still attend to these problems, but for most nowadays it's a technician plugging into the car's computer to diagnose faults. Story contributed by Kevin Churchill back in June. Kevin is a former WDHVC member and Backfire editor who now edits the Model A Ford Club magazine, Ford Torque. - Ed

Letter to the Editor

"Riley Covid Project"



Hi Jon

I was pleased to see the Riley badge front and centre on the cover of the November *Backfire*.

It was there no doubt to draw attention to Frank McKenzie's excellent article about his Riley 9.

The Riley badge with a light blue backing is however from a post war Riley R M B and it is one of this model which has become my "Covid project".

I purchased this car from northern Victoria in February this year but with lockdowns and travel restrictions, I was not able to take delivery until April.

The car was 75% restored when I picked it up and there is not a lot now to do (famous last words).

I hope to have it ready for red plates early next year and will then write an article for Backfire.

In the meantime here are a couple of pictures showing the car and in particular the radiator badge.

Cheers
David
Perkins



Letter to the Editor

"Chooks"



Hi Jon,

Have another contribution to *Letter to Editor* for you. It seems Ken decided to tell everyone about his misspent youth and anything stupid he has done. Here is another example for you.

- Ethel Shepherd.

"Brother rings up from Colac the other day: 'I'm in a quandary; my son and daughter-in-law asked me to look after their chooks while they were away a few days. That's okay, I went out there, opened the door to get some feed for them and by time I arrived with food my little sausage dog had knocked off his five chooks.'

"I told him there was a poultry sale at Weddell Road, North Geelong today. 'Okay, I'm coming over now.' We arrived out there and all the Asian people were buying anything with feathers - geese, ducks, pigeons, chooks etc. I even saw a flock of sparrows fly through and thought they would bid on them too. Brother found a pen he reckoned was same size, coloured chooks he wanted, so puts up his finger and buys them. Good: all okay.

"Four weeks down the track I get a phone call from brother 'You're a great bloke ... you know those chooks we bought, WELL five of them were roosters and one doesn't know what is it yet!!'

"Daughter-in-law was not impressed. Ah well S ***T happens."

from Shep.

Send your story or Letter to Editor to:
editor@wdvcgeelong.com
or drop it in my letterbox
(50 James Cook Drive
Wandana Heights 3216)

All contributions welcome!

FOR SALES, WANTED & CLUES

For Sale:

Pair steel ramps \$60. Karcher pressure washer \$65. Oil - 4-litre containers \$10 ea. Lots of Peugeot parts, including 16" wheels with tyres & tubes, a complete engine rebuild kit & gearboxes. Workshop manuals for Peugeot 203, 403, 505 & 604. Set of 4 Michelin tyres near new 16 X 195 \$300. Many other parts, including for Isuzu Bellett. Call me to see if I have what you need.

Kevin 5248 3032. **12/20**

1960s Sunbeam Rapier

Series 111A. Fully restored but may need some final cosmetic work. Rego INA 682. \$15,000 ONO. Call John Blackney on 0418 636 654. **11/20**



Wanted:

1927 Oldsmobile I wish to buy is a LHS REAR AXLE to suit. Dimensions: length 765mm; diam. 30mm, with 10 splines. Call Karl 5284 1451. **2/20**

Two 19" tyres for a trailer. The one I have is 4.40 x19, but up to 5.00 would be good. Call Robin 0408 538 639. **10/20**

Club Activities

Club activities remain curtailed, however small group events are being run. The committee continues to monitor the situation.

Annual General Meeting

The 2020 AGM is planned for 12 January 2021. Your current Committee will stay in office until an AGM can be held.

Red Plate registration renewals. Contact Gus Shea directly to arrange for your paperwork to be signed if it falls due in the coming months.

Ph Gus on 0400 203 151.

Backfire

Don't give up on me now! Contributions welcomed over the summer season. Keep up the great work! Help us all to stay in touch.

Website

Check it out at www.wdhvcgeelong.com

28 DEC - MONDAY

JANUARY BACKFIRE DEADLINE.

Contact: Jon Breedveld 0417 311 441

FOR SALES, WANTED & CLUES

Clues:

1994 Mitsubishi sedan N. Clean car. Runs really good. Inside excellent. As is - no rego. Make a good first car to join club. 319,000 kms
Call Frank 0413 273 429. **10/20**



Clues:

Looking for information on the Humble car that was built in Geelong in the early 1900s - believed to be the first automobile built in Victoria. Call Simon Anderson 0414 482 241. **10/20**

Lions Christmas Cakes As we draw closer to the end of the year and Christmas celebrations, it may difficult to purchase Lions Christmas Cakes. If so - take note - they are now available.

Lions Christmas puddings	900 gram	\$13
Christmas cakes	1 kg	\$13
Christmas cakes	1.5 kg.	\$17.

Proceeds to charity.

Contact Brian Edward. Ph 03 5222 6986; Mob 0492 852 164; E bseapm@bigpond.net.au

For sale/wanted ads are free to Members and 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).

So, in retrospect, in 2015 not a single person got the right answer to:
"Where do you see yourself in five years time?"

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 undeliverable return to:

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PO Box 200
Newcomb VIC 3219

Backfire

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POST

POSTAGE
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1946 Ford Anglia 8 HP