

BACKFIRE

Volume 55 No 3 July 2021

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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The President's Idle Chatter

Hi all

Just as we thought we were in Covid normal and able to run a number of events, all of a sudden we were back into lockdown. At least it was fairly short and partially opened up enough to run the ladies day. What a great success. I think the 22 who attended really enjoyed themselves judging by the comments after they arrived out of the movie. Well done to Julie and helpers for arranging this event. It was difficult given the changing circumstances and on behalf of those that attended, well done. Even the chauffeurs back at the Clubrooms enjoyed themselves.

Hopefully with the restrictions lifting we will manage a July Club Meeting but with the NSW lockdown and other hot spot locations around Australia, it is a very day by day situation so we have to wait and see. As per other events, we will send out an email to confirm closer to any upcoming events. For those not on email it may be worthwhile making a call to check if events are on.

We also had a June tech night this month and even though there were a few less members than normal, it was entertaining for those there. Ray Matthews brought along some Scott motorcycle items, including a horn replica that he made from pictures. It included a complex badge emblem on the front and involved about 100 man hours of work. He mentioned that there was a Scott club that had about 20 members but is no longer active because too many members are no longer alive.

I happened to mention to him that our neighbour in Benalla, where I grew up from about 1960, had a Scott motorcycle and did he happen to know Wally Haylock. Ray could not believe it. Wally (or Wallace as Ray knows him) was a very good friend and spoke to him regularly even though he is now 92 years old. What a small world. Wally still lives in the same house and has also recently purchased a Douglas motorcycle to restore.

Stay well and let's hope we can manage a few more outings this month.

- David Mitchell

"Area 56 Acres. 75 acres floor space under roof. More than 700,000 Ford cars come from this factory each year."



EACH YEAR, AVERAGE NUMBER OF EMPLOYEES 42,000 FORD MOTOR COMPANY. ADDITIONS NOW UNDER WAY WILL DOUBLE THE CAPACITY OF THE PLANT.

"Average number of employees 42,000 Ford Motor Company. Additions now under way will double the capacity of the plant."

The second postcard in the series showing the Ford plant in 1917.

Performance Fours of the Fifties.

When the first Holden was new in the streets and eager Aussies clamoured for anything with four wheels, there was really no such thing as a cheap four-cylinder performance car. Sure you could buy an MG TC or one of those funny little Singer Nines but manufacturers hadn't got into the business of building "go-fast" models of their family sedans. Back then, prospective car buyers brought what they could get. Almost everyone wanted a 48/215 [Holden] but the queue stretched way down the calendar and many settled instead for some boring little English sedan like an Austin A40, Morris Oxford or even a Hillman Minx.

About the cheapest four-cylinder sedan with any serious turn of speed in those days was the Riley 2.5 and it was much dearer than the Holden. How different the standards were! The Holden, with its light kerb weight and 2.1 litre six, did zero to 80 km/h in about 13 seconds.

The Riley had a zero to 80 km/h time of just over 12 seconds, which made it your genuine slingshot in 1950. Its top speed was close to 160 km/h, which gave it the edge over the much more expensive Mark V Jaguar.

By today's standards the Peugeot 203 is a pretty gutless kind of device with its top speed of less than 120 km/h and acceleration to 100 km/h measured on a small calendar rather than a stopwatch, drum brakes and four on the tree. Excited? Probably not, but 66 years ago, you would have been. The Peugeot 203 you wouldn't necessarily pick it as the winner of the inaugural Redex Round Australia Trial back in 1953. In real terms it was the performance four of the early 50s.

In 1953 Regent Motors won the right to import VWs into Australia. This was the beginning for a car that is still recognised all over this country. Although sales were slow in that year, they steadily climbed to peak in the 60s.

When the movies 'The Love Bug' (1969) and 'Herbie Goes To Monte Carlo' (1977) were shown in Australian cinema's it must have helped sales, but sales tapered off with the influx of Japanese cars in the 70s.

But this is the fifties, the 1955 Redex Trial, Volkswagen 1st and 2nd out of 176 cars started 57 cars finished. Third place Vanguard, 4th Customline, 5th Peugeot, 6th Vanguard Spacemaster, 7th Customline, 8th Vanguard, 9th Peugeot, 10th Ford Mercury: the Holden was 11th.

However, the matter is simplified that the fact that of 132 starters, three-quarters comprised just five makes of car - 42 Holdens, 30 Vanguards, 26 assorted Fords, 17 Peugeots and 17 Volkswagens. The remaining 44 cars were scattered over 19 makes.

Among the "big five", the car with best overall performance appears to have been the Standard Vanguard. Apart from winning the team prize – taken by Holden in the two previous Redex Trials – the Vanguards had the distinction of being the best represented among the finishers – 14 of the 30 coming home after 10,500 grueling miles.

Volks vs Peugeot in Redex Trials.

Both 14 h.p. continental cars take the honours in our backblocks.

Definitely outstanding in the Redex Trials at least in their class, are the Volkswagen and Peugeot 203. These cars have met with success because of their ability to keep going over stretches that stop other cars. Why do they keep going? The Volkswagen because of its rear engine, rugged suspension and the greatest amount of the car's weight being over the rear wheels. The Peugeot because of very low first gear, and geared-up top for effortless main road cruising, tough suspension and good shielding of vital parts.

Quite a number of the total that retired did not drop out because of mechanical failure but because they left the road or had an accident during the trial. The number of mechanical failures due to engine or transmission weakness appears to be very small.

Suspensions, of course, suffered the greatest amount of damage and the advantage of torsion bar suspension was proved over rough going. With this type of suspension the

length of the torsion bars allow greater flexing than with ordinary components and can therefore take a greater beating. Since the 203 many other small cars have well and truly taken the battle to the sixes and V8s.

After that, Redex decided to get out, and in 1956, Ampol sponsored the first of four similar round-Australia rallies. But it was never quite the same again, and after two fatal accidents, the Ampol Trial was run for the last time in 1959.

Gelignite Jack died in 1983. He was widely and affectionately mourned.

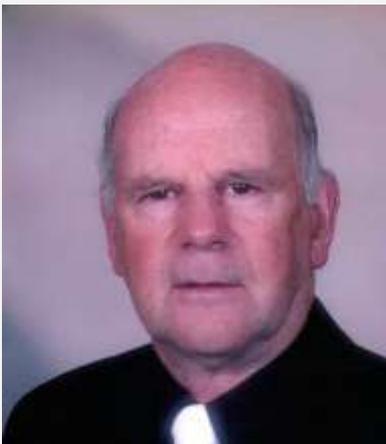
*(compiled in 2019
by Graham Pretlove
from the Australian Motor Manual
1955)*

MAKE		MAKE BY MAKE ANALYSIS OF THE 1955 REDEX TRIAL																				Total			
Make	Started	Southport	Marlborough	Buckhampton	Sarina	Townsville	Calra	Hughenden	Duessa	Mt. Isa	Canowral	Tennant Creek	Darwin	Katherine	Pitsoy Crossing	Port Hedland	Perth	Kalgoorlie	Norseman	Adelaide	Mt. Gambier	Melb.-Sydney	Withdrawals	Finished	
Holden	42	1	1	5	3	1	6	1	1	1	1	1	1	1	1	4	1	1	1	1	1	1	3	30	12
Vanguard	30	1	1	3	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	16	14
Ford	26	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	17	9
Peugeot	17	1	1	1	1	1	2	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	7
Volkswagen	17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	11	6
Austin	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	2
Chevrolet	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1
Renault	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	1
Morris	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	1
Plymouth	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Dodge	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Citroen	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Hudson	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Humber	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Fiat	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
M.G.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Hillman	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Skoda	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Wolseley	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Mercedes-Benz	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Singer	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Triumph TR2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Borgward-Hansa	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vauxhall	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	176	4	4	7	9	13	9	15	5	3	3	2	5	3	10	8	2	1	3	1	1	11	119	57	

VALE - BRIAN CLISSOLD 15/8/1942 - 8/6/2021

We were saddened to hear of the passing of long time Club member, Brian Clissold, who passed away peacefully at Epworth Hospital after a short, sudden illness.

Brian and Jan married 51½ years ago and Brian was a loving father to two sons, Kelvin and Darren.



Jan and Brian joined the Western District Historic Vehicle Club many years ago when Brian inherited a 1960 Pontiac that his father purchased new from Esler and Belton Motors. It is a magnificent



car that not only looks great, but has reliably transported Brian and Jan on countless club day rallies, and

numerous weekend events across Victoria, including rallies such as the "Fly the Flag" tour. To Brian's credit, he has meticulously maintained the vehicle in "as new" condition, despite its regular use.

In other spare time, Brian was a regular fitness runner, competing in several Stawell gift races. He enjoyed vegetable gardening and some fishing. Jan and Brian also enjoyed ballroom dancing and were regular attenders at Saturday night dances in district halls.

For some years they holidayed around Australia in a Nissan Urvan campervan, but more recently they have enjoyed a number of trips abroad and overseas luxury cruises.

Our Club has been privileged to have had Brian as a member and we fondly recall the Club activities shared over the years.

We extend our deepest sympathy to his loving wife Jan, sons Kelvin and Darren, daughter-in-law Karen, friend of Nicole, and grandchildren, Chloe, James, Daniel, Shalia, and Taleitha.

- Trevor Schneider

COMMITTEE MEETING

Main points from the Committee meeting held in the Clubrooms on 15 June 2021.

- ◇ New members welcomed:
 - ⇒ Peter & Maomi Everett
 - ⇒ Doug & Shirley Park
 - ⇒ Stephen & Emma Duniam
- ◇ Email from GAPS, supplying a Showgrounds QR code to be used in the club rooms
- ◇ Now have new portable PA system (including a 2nd microphone)
- ◇ Ladies day: 22 ladies attending, day organised and highly anticipated
- ◇ Barb arranged flowers for Brian Clissold's family on behalf of the club after his passing (in lieu of a Club death notice being published)
- ◇ The handful of members who have not renewed have until 30 June to do so. Otherwise they automatically cease to be club members.
- ◇ New Backfire printing service successful: happy with the first edition
- ◇ New permit officer to be sought out for next year (Gus relinquishing this role). Dallas Jones may pick up the role. A back-up for Dallas needs to be recruited.
- ◇ John Bailey and Fred Harris collected items from Pat Connors' shed. These are in club rooms: free to a good home.
- ◇ 1 vehicle added to rep plate register - a '34 Plymouth doctor's coupe
- ◇ No further new members will be admitted until next year. Those on the waiting list are encouraged to participate in club activities meanwhile.
- ◇ Handful of left-over leather/vinyl rolls to be made up into door prizes.

- James Park

(No June general meeting minutes as this meeting was cancelled, due to Covid restrictions in place at that time. - Ed)

At our age, we can hide
our own Easter Eggs,
wait half an hour, and
have no clue where we
left them.

Minor Changes Proposed to Club Permit Scheme

In Victoria, all regulations automatically expire after 10 years. The current Road Safety (Vehicles) Interim Regulations 2020 are due to be revoked on 3 October 2021. As a result, the Department of Transport has released a proposed draft of the Road Safety (Vehicles) Regulation 2021. It is seeking comment and feedback on the proposed draft. **Submissions close on Thursday 8 July.**

These proposed draft regulations include changes to Club Permits, to better reflect the intent of the scheme. These changes include: (summarised from the website)

A range of new offences

The draft Regulations propose the introduction of specific offences including compliance with general conditions, failure to complete log book entries and failing to provide a vehicle for inspection.

An increase to eligible vehicle age

An increase in the age of vehicles in the Club Permit Scheme is proposed from 25 years to 30 years. This will go further to support the intent of the scheme and will align requirements in Victoria with that of some other States.

Inclusion of a definition in relation to replica vehicles

The proposed inclusion of a definition for replica vehicles seeks to preserve the integrity of the club permit scheme and provide stakeholders greater clarity as to vehicles which are eligible.

Club permit fees to be aligned with full registration fees (ie a defined number of standard units and subject to automatic inflation increases).

Background

The Road Safety (Vehicles) Regulations specify the requirements, permissions and obligations relating to the use of motor vehicles in Victoria.

Why are new Regulations being made now?

In Victoria, all regulations automatically expire after 10 years. The current Road Safety (Vehicles) Interim Regulations 2020 are due to be revoked (sunset) on 3 October 2021.

A review of regulations is carried out every 10 years to determine if they are still appropriate.

How you can have your say

A regulatory impact statement and draft of proposed regulations has been released for public consultation. Submissions must be provided to the Department on or before 8 July 2021.

After the consultation period, the Department will consider all feedback and consider whether any changes to the proposed regulations are required. The Department will make recommendations to the Minister about the final form and content of the regulations for the Minister to make the final decision.

A public notice on the Minister's decision will be made, with the new regulations proposed to take effect later in 2021.

The Club Permit Scheme

The Department is recommending the following changes to the club permit scheme:

- ◆ Increase the age threshold for eligible vehicles from 25 years to 30 years
- ◆ Introduce a definition of replica for eligibility into the scheme. A replica is to be defined as a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the production vehicle on which its design is based.
- ◆ Require evidence to accompany applications for club permits as requested by the Secretary to the Department of Transport
- ◆ Introduce new penalties for offences of general conditions and operating conditions of club book permit and new penalties for specific offences for log-book obligations for club permits.

Why are these changes being recommended?

In January 2021, there were 95,053 vehicles on the club permit scheme. A number of problems have been identified in relation to the scheme:

- ◆ According to VicRoads, a small portion of club permit holders use their vintage, veteran, historic, and classic vehicles, for commercial purposes (e.g. carrying tools as part of a landscaping or gardening business or as wedding cars for hire or for tours). Some club permit holders drive their vehicles a greater number of days than permitted by their permit (e.g. more than 45-days or 90-days). The extent of this non-compliance is unknown. The current Regulations require a driver of a vehicle on the club permit scheme to complete a log-book entry for each day the vehicle is used. However, there is some non-compliance with log-book obligations.
- ◆ The Victorian club permit scheme does not align with similar schemes in other Australian states and territories. Under the current Regulations, vehicles must be 25 years or older to be eligible for the CPS in Victoria. In some other jurisdictions, vehicles are required to be 30 years or older in order to be eligible for a club permit.
- ◆ Some clubs have only two members who self-approve the entry of the application form before signing off and sending the form to VicRoads.



Stories From the Shed

From Bent Stick to Steering Wheel



Members have previously heard about the outback perambulations of our Vice President, John Bailey. Well here is a new twist (or should that be “bend”? to his most recent shed-building jaunt to Arcoona Station. The indigenous vegetation in the slow growing, dry and often harsh environment of the station includes low trees that twist and bend in deference to the strong winds. The tough mulga timber is very dense and heavy, sporting a deep red/brown heartwood.

During his latest trip John came across a dead, U-shaped bough and a light went on. He remembered the steering wheel he had agreed to fashion for Dallas Jones’s Buchanan project and harvested the bough.

Back in the workshop at home, John sliced the hard timber into longitudinal sections and found its natural curve closely matched the radius of the aluminium steering wheel skeleton. With some skilful matching and cutting, John has managed to fit and shape layers of the burnished mulga to the metal frame and created a beautiful steering wheel that is a testament to John’s skills and will be a fitting and functional ornament in Dallas’s car. - Ed



Nearly done. The deep glow of the shaped timber



The natural shape of the branch

Minor Changes Proposed to Club Permit Scheme

(ctd from previous page)

Some ‘clubs’ are ‘one person’ entities. In January 2021, 1,057 clubs had vehicles currently registered on the CPS, with 462 clubs with 10 or fewer vehicles currently registered, and 72 clubs with only one vehicle registered. There have been issues in relation to the completion of such application forms.

- ◆ The current Regulations allow replicas of vintage, veteran, historic and classic vehicles to be eligible for a club permit. However, there is no definition of what a replica is in the Regulations, leaving eligibility open to interpretation. There are light motor vehicles which are being registered through the club permit scheme to obtain cheaper registration, but which are not bona-fide replicas of vehicles. A definition of ‘replica’ will make eligibility clearer and preserve the heritage of these vehicles.

Those interested can find detailed documentation and an on-line feedback form on the Engage Victoria website

<https://engage.vic.gov.au/road-safety-vehicles>



The curved slices closely matched the shape of the wheel



The sliced sections are clamped to the metal





Gary's Giggles

Tall Tales from our Legendary Librarian

A bloke is marooned on a desert island. But he survives as there are plenty of coconuts and fresh water. Months pass and he sees a ripple about 100 yards off shore.

It keeps getting closer and closer until, at last, a tall blonde in full diving gear appears. "You poor man," she says. "How long have you been here?"

He replies that he'd lost track of all time and doesn't know. What he does know is that he's dying for a fag.

"No trubs," she says, unzipping a pocket on the arm of her wetsuit and pulling out a packet of cigarettes and a lighter.

Puffing happily, the bloke said he is in seventh heaven and she asked him if he like a beer.

"Would I!" So she unzips the other pocket and pulls out a can of Tooheys.

With a fag in one hand and a beer in the other, the bloke reckons he's got it made.

Then the blog blonde starts to unzip the front of her wetsuit. "Having been here all this time," she says, "I guess you'd like to play around."

And the bloke says, "How on earth did you fit a set of golf clubs down there?"

A couple of blokes from Delhi front the employment office to inquire about getting a job. "Well, what were your previous occupations?" asked the assessment officer.

"I ran a street stall in a market. Did very, very good business selling ladies pantyhose."

"Sir," said the assessment officer, "you may have some difficulty in Australia. We already have lots and lots of street stalls and market traders.

And what about you? What job did you do in India?"

"I was a diesel fitter." "A diesel fitter? That's excellent. There is a big demand in Australia for skilled diesel fitters. What company did you work for in India?"

"Oh I worked with my mate on his stall in the market."

"I don't understand. He sold pantyhose. What role could a diesel fitter play?"

"Well, he'd run around the stall yelling out, Pantyhose! Pantyhose! And I'd yell out: "Dees'll fit her; dees'll fit her!"

Letter to the Editor

Time to Say Goodbye

The move has come around so quickly and time is getting away with us. As much as we wanted to catch up with everyone personally before we left, there just isn't enough time.

However, we are going to Cafe Bear & Scoobs on Saturday 10 July at 9.30am till closing around 2pm.

Please come and say goodbye.

We would love to see you before we go.

Regards

Gus & Teena



(Teena & Gus plan to remain club members and visit as often as possible. Gus will continue in his role as club webmaster. - Ed)

**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!**

Events Calendar

All events are subject to the Covid 19 rules current at the time.

Thursday 1 July

Meet at Club Rooms, 10am sharp.

Coffee Run to Sandstone Cafe, 284 Torquay Rd, Grovedale.

Contact: Rod Booley 0417 021 982, 5281 5340.

Friday 2 July Backfire folding morning. 9am Clubrooms.

Contact: Peter Telfer 0427 526 938

Tuesday 13 July

General Meeting (TBC) 7.30pm in the clubrooms.

NOTE: Supper will NOT be provided, due to Covid restrictions.)

Thursday 15 July

Tinker Day. (rescheduled from last month) Starting from our clubrooms at 10.30am, this run will be quite short as we are heading to Graham and Elaine Baldock's place, to see what he has been up to in his shed. As usual, bring your own everything, food and drinks and also a chair, and be prepared for a good chinwag in the backyard sunshine with your fellow club members. The parking will be in the street at the back of the house and along St James Street at Bottles and Barrels, off Aberdeen Street.

Contact: Ray van Galen 5278 9368. Mob. 0411 954 865. Barb's Mob. 0408 664 537

Tuesday 20 July

Committee Meeting 7.30pm in clubrooms.

Sunday 25 July

Rooms 11.15am for 12.00 lunch. Names required by Thursday 22 July for booking.

Lunch Run to Portarlington Golf Club. Meet at Club

Contact: Rod Booley 0417 021 982, 5281 5340.

Monday 26 July

August Backfire Deadline 5pm.

Contact: Jon Breedveld 0417 311 441

Tuesday 27 July

Tech Night. 7pm for 7.30pm Clubrooms

June Tech Night had a small turnout, but those who attended enjoyed the night, as well as learning a lot. President David Mitchell brought along an interesting collection of watches to show and tell, so that gives me an idea for July.

Let's bring along clocks, watches, timers, hour glasses, sun dials, and anything else to do with telling time, or timing, or time travel (how many DeLorean models do you have?) That should generate some interest amongst our members, as almost everyone probably has interesting time related items to show and tell. Dallas Jones may be able to bring along his Tardis, which we saw in his shed on Tinker Day. I was going to include Tardis in the above list, but I don't know the plural of Tardis.

Come along and enjoy the fun. Ladies and visitors are always welcome. We now have Tech Night in the main hall, so we can be warm, and socially distanced. Be there around 7 pm, so we can set up for a 730 pm start on Tuesday 27 July.

Contact: Peter Telfer 0427 526 938

Thursday 5 August

Anglesea. Meet at Club Rooms, 10am sharp.

Coffee Run to Great Ocean Rd Chocolatier,

Contact: Rod Booley 0417 021 982, 5281 5340.

Dine Outs

- no dine outs are planned until the Covid vaccination program is complete.

Long Distance Rally 20 August 2021

With luck we will be leaving on Friday 20 August to wind our way to somewhere, maybe Griffith if Covid allows. We can always pull the pin on NSW and stay in Vic, so it will be an adventure with destination unknown. Anyone wishing to join us please ring me 0417 546 089 - Sharyn

Other Events

29 Aug - 5 Sept. 2021 Federation Golden Oldies Tour.

1919 - 1930 vehicles only. Details Anne 0412 848 797 or Glenda 0418 345 499.

STOP PRESS: According to a the Bendigo Advertiser of 29 June, the Bendigo Swap Meet has been

non RALLIES & RUNS

A Colourful Outing

There was a good turnout of members and club cars at the special "Tinker Day" held on Sunday 27 June at Colour Tech Coatings in Moolap. The Corvettes Geelong Club was also invited, so our vehicles were joined on the apron by some very nice Chevrolet Corvettes. Not only did the vehicles mingle in the carpark, but WDHVC and Corvette Club members did the same in the bright sunshine, getting to know some new people who shared a love of motor transport.



Colour Tech owner Rob, family members and staff made us very welcome, putting on a sausage sizzle, hot drinks and chocolate biscuits for all to enjoy. Interested individuals and small groups were informally shown around by Rob and his staff, who explained the basics of their coating processes.

The factory offers two primary products, powder coating and ceramic coating.

Both processes relies on a clean surface free of rust and impurities to get the best possible finish. Colour Tech offers on-site abrasive blasting and chromate pre-treatments. Before coating, items are blasted with an abrasive garnet grit to clean them. They are then hung on racks using chains or wires, depending on weight, and wheeled into the powder coating booth.



Powder coating involves spraying a dry powder onto a surface, using a gun a bit like that used for abrasive blasting. The powder is electrostatically charged so that it sticks to the item. The item is heated to 260°C in an oven. This causes a chemical reaction which melts the powder and fuses it to the surface underneath, to create a smooth and highly durable finish. Powder can be applied to any object that holds an electrostatic charge and can withstand the heat of the oven. More popular items that are powder coated include car and motorbike wheel rims, garden furniture, table legs/frames and motorbike frames.

non
RALLIES & RUNS
A Colourful Outing (ctd)



(Above) Members enjoyed a sausage and admired the cars on display. Two large ovens in background.

(Below) A powder coated metal screen hangs in the oven, awaiting the heat which will fuse the powder to the metal.

A ceramic coating (known under the brand name Cerakote) is used to coat surfaces that are exposed to high temperatures, like exhaust systems. Cerakote can withstand



temperatures of up to 1100°C. The finish can be applied to metals, plastics, polymers and wood. It improves the item's resistance to wear, corrosion, chemicals; also its impact strength and hardness.

Rob is currently testing a range of new powder coating products that offer a dazzling colour range and includes some chrome finishes. If all goes according to plan these will be available in 2022.

Thanks to the organisers of this informative and friendly get together. To find out more about Colour Tech, visit the website at colourtechcoatings.com.au or call them on 5248 5307.



Technical Night – 25 May 2021

Peter and his merry men had their second technical night since the easing of COVID restrictions on Tuesday 25 May.

Highlights included:

- ◆ Our President wired a recycled washing machine motor to a forward and reverse switch (with a little guidance).
- ◆ We heard a story about how a stationary engine was saved from being buried in outback SA. It is now being restored.
- ◆ Our President showed his small car toolbox. He fitted a lot of useful tools into such a small toolbox.
- ◆ Our collector has a few interesting items to show, including a bicycle distance meter made by a watchmaker.
- ◆ A member showed us a Mechanical Rally Distance Meter and explained how it worked and prompted some interesting stories of rallying in the old days.

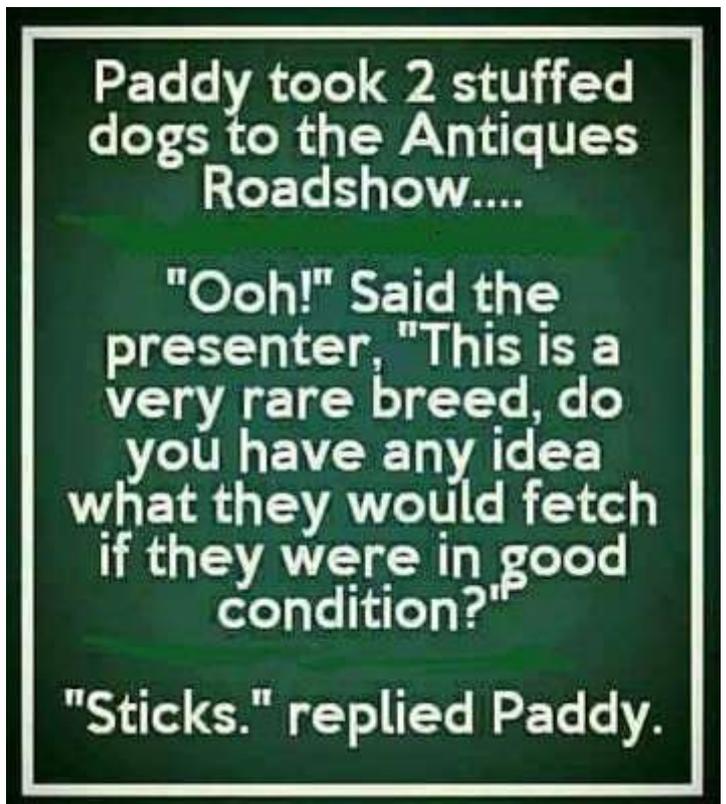
These were just some of the things, and due to COVID, we missed our supper at the end of the night.

Tinker Day June 2021

This was postponed due to the COVID restrictions current at the time. (The destination was a private home, with a limit of two visitors on any one day.)

However this event has been scheduled to 15 July – see details in Events Calendar.

- Lindsay Alford



SOME AUTOMOTIVE FIRSTS From *"I Love Old Cars and Transport Stories"*

- by Frank Rodwell OBE*

(*over bloody eighty)

The first vehicle to better 100 mph in Australia was a purpose-built Belgian Minerva. Don Harkness swapped the sleeve-valved Minerva motor for a Hispano-Suiza aircraft engine and reached 108 mph on the beach at Gerringong on 17 October, 1925.

The first petrol engine car in the U.S. was made by the Duryea brothers, Charles and Frank. It ran on the streets of Springfield on 21 September 1893.

It is reported that the early Duryeas had a small fault. There was no windscreen or dash board and all the controls were on a single, vertical, shaft — steering, brakes, throttle etc. If the brakes were applied sharply, your momentum may cast you onto the road in front, and, if good fortune was not with you, the vehicle would then run over you.

Duryea was the first production car in the U.S. when 13 were made by 1896.

The Curved Dash Oldsmobile, from 1901 to 1905, was the first mass produced car in the U.S.

The 1901 Oldsmobile had a cable drive, Jones brand speedometer.

Henry Bliss, a pedestrian aged 68, was the first American killed by an automobile. The accident occurred in New York on the corner of 74th Street and Central Park West on 13th September 1899.

The first English pedestrian killed by a motor vehicle was 45 year old Bridget Driscoll. She was knocked down by a car speeding at 6 mph near the Crystal Palace, London, in 1896.

The first 4-wheel, hydraulic, brakes were on a 1914 American Duesenberg racing car. The same technology was used, for the first time, in their 1921 passenger vehicles.

The first air cleaner is claimed to have been fitted to an American Rickenbacker in 1922.

The French Mors had a V4-cylinder motor in 1898.

The Dutch Spyker had a 6-cylinder engine in 1902. America also claims to be first with the Frayer-Muller but that was not until 1908.

The first straight 8 engine came out in a Swiss made Dufaux in 1905.

The first fuel (petrol) injection was produced by Frenchman, Leon Levavasseur, in 1906.

The first engine to run on oil was patented by Englishman, Herbert Akroyd Stuart, in 1890. Rudolf Diesel patented his improvements to the system two years later.

American Charles Knight, of Chicago, invented the sleeve-valve system in 1903.

The first experimental Land Rover was built on the chassis of an ex-World War II jeep in 1947. The body was constructed mainly from surplus war-plane aluminium. It had central steering like a tractor.

- contributed by Fred Harris



—The Cars of 1950—



PEUGEOT 203 SALOON. £927

This completely post-war model French car has been an immediate success featuring as it does a number of American features that are well endeared to the Australian motorist's heart. These are a spacious body, overdrive, the modern look, speeds over 70 miles per hour all coupled with great fuel economy of around 33 m.p.g. The four-cylinder engine of 1290 c.c. develops 45 b.h.p. The price is £927. Exhibited by Canada Cycle and Motors Co. Pty. Ltd.

NON RALLIES & RUNS

Ladies Day

Ladies Morning Tea and Movie

Leaving from the Clubrooms in the cars chauffeured by our gracious men, 22 excited ladies were driven to the "Fork and Flower" for morning tea.

Here we devoured a delicious High Tea, which I am sure everyone enjoyed, as a few doggy bags were taken home. There was much banter and conversations around the tables.

Congratulations go to all the knowledgeable ladies who won prizes in the quiz competition.

After consuming our morning tea, our chauffeurs were ready and waiting at the front door to take us onto our next adventure at the Pivotonian Cinema, for the screening of "June Again". What a fabulous movie and Noni Hazlehurst's portrayal of a dementia patient was exceptional.

Once again, our trusty chauffeurs were on hand to pick us up from the cinema and take us back to the club rooms. Our day of appreciation was now over.

Thanks very much to all our drivers who made our day special and hassle free, and to the Club for acknowledging the support of the ladies.

To Julie and Barb, a very big thank you for organizing a wonderful day which I am sure everyone thoroughly enjoyed. We all look forward to next year.

- Lyn Jordan



Quotes About Cars

A cop pulled me over and said, 'Papers...' So I said, 'Scissors, I win!' and drove off like a boss!

I had to stop driving my car for a while... the tires got dizzy.

Baseball is like driving, it's the one who gets home safely that counts.

Drive on the footpath – there are too many idiots on the road.

~ Authors Unknown

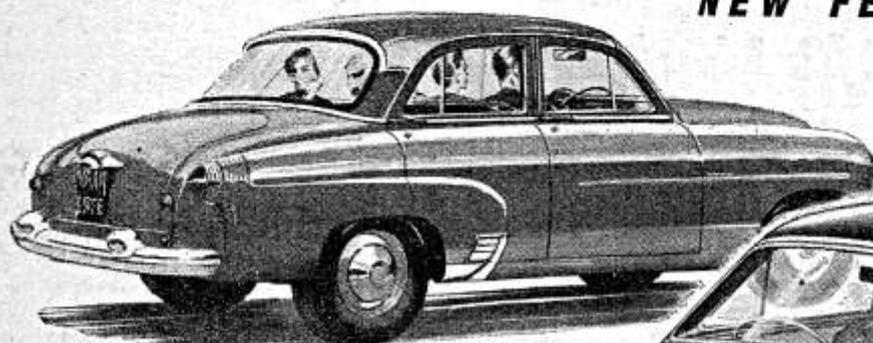
Value leaders for 1956...

Vauxhalls

NEW LOOKS...

NEW FEATURES...

NEW ENJOYMENT



WYVERN
£510 plus £256.7.0. PT
VELOX
£560 plus £281.7.0. PT
CRESTA
£620 plus £311.7.0. PT

The three famous Vauxhalls drive into the new year more sure of your approval than ever. For these brilliantly practical cars have been given new looks, new features, new enjoyment for driver and passenger alike... Take a look at the Wyvern above. Recognisably the Wyvern — but the wide, panoramic rear window now minimises blind spots, and the wider windscreen, with slimmer corner pillars, give you more road view too. You've a choice now of seven distinctive colours, in a new lustrous gloss. Inside, a two-tone seat effect, optional in most colour schemes, gives added style to a handsome car.

Smoother, more powerful braking. Five tubeless tyres as standard equipment. Roomy as ever, but with seats more luxuriously padded. New full-drop winding windows. "Child-proof" rear door locks. Whether it be the 4-cylinder Wyvern you favour, famous for low petrol consumption with surprisingly good performance, or the high performance 6-cylinder Velox and Cresta, there's value to impress you in these '56 Vauxhalls.

Your local Vauxhall dealer will be pleased to show you the new models and to explain the delivery position.

Vauxhall Motors Limited, Luton, Beds.

FOR SALES, WANTED & CLUES

For Sale:

Automatic transmission filter kit for a Holden Colorado RC30. For 2008 to 2012 models. Brand new old stock Transgold KFS883, Google it to see if it fits your vehicle. \$10. Call Ray 0411 954 865.

7/21

Peugeot 1956 403 Sedan.

Light green early model with good history. No rust. Believed to be the oldest in Victoria. Often seen at car shows.



Connection to the '56 Olympics. One owner 32 years. Sold due to ill health. Original engine no. 2579773X. Club reg CH 3201. Original plates available (GJ-483). \$13,000 ONO. Club car. Call Colin 5248 4417.

6/21

Buick Special 1938. Excellent condition. Not driven for some years. Purchased in SA. Motor rebuilt. New pistons. Head replaced. Gearbox serviced. New radiator. Rewired. New 6 volt battery. Chrome motor parts. Steering wheel replaced (some cracks). Tyres good. No rust. Club reg CH 4567.

Original SA & VIC number plates included in sale (SA reg no 287: VIC reg no 262-655. Asking \$40,000 for the car & \$20,000 for the number plates. Call Lyle 5243 2494.

6/21

Clues:

Mercedes Benz. Possibly a 1969 280 SE. White with tan leather interior. Currently on club plates. Enquiries: call Graham 5241 4871 7/21

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).



FIAT 509
8/20HP 4CYL.

Gives you that Big Car Feeling!

The possession of a Fiat 509 will enable you to revel in the joys of real motoring comfort. Built on the principles of its bigger "Brothers" with all the comforts of the larger car...yet its average petrol consumption under ordinary everyday touring conditions is 35/40 miles per gallon...1,500 miles per gallon of oil...10,000 miles per set of tyres.

Details of value include:- Balloon Tyres, Four Wheel Brakes and the standard FIAT equipment of Electric Light, Self Starter and Detachable Steel Wheels...Complete with Single and Double Seater Bodywork.

Equally as good on the "rough" country roads as on the "smooth track roads" of the cities.

Antoon Industries
THE A.I. COMPANY
10482 BURNELL STREET, MELBOURNE.

LOCAL DEALER

BROWNS MOTORS PTY. LTD.
(Geelong).

PRICES FROM £275

Club Activities

Club activities are being resumed carefully. The committee continues to monitor the situation.

Red Plate registration renewals. Contact Gus Shea directly to arrange for your paperwork to be signed, so you can get it to VicRoads well before it falls due. Ph Gus on 0400 203 151.

Backfire

Keep up the good work and maintain the flow of interesting and varied stories, to fit around the minutes, reports and event calendars.

Website

Check it out at www.wdhvcgeelong.com

26 JULY - MONDAY

AUGUST BACKFIRE DEADLINE.

Jon 0417 311 441.

Golfing Humor A recent study found that the average golfer walks about 900 miles a year. Another study found golfers drink, on average, 22 gallons of alcohol a year, which means, on average, golfers get about 41 miles to the gallon.

Kind of makes you proud. I almost feel like a hybrid.

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:

WDHVC
PO Box 200
Newcomb VIC 3219

Backfire

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POSTAGE
PAID



1934 Plymouth Doctor's Coupe

July 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 COVID All events are subject to Covid 19 rules current at the time. 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.	28	29	30 June	1 Morning Coffee Run 10am Clubrooms	2 Backfire folding morning 9am Clubrooms	3
4	5	6	7	8	9	10
11	12	13 General Meeting 7.30pm	14	15 Tinker Day 10.30am Clubrooms	16	17
18	19	20 Committee Meeting	21	22	23	24
25 Portarlington Lunch Run 11.15am Clubrooms	26 August 2021 Backfire Deadline	27 Craft/Tech Night. 7pm Clubrooms	28	29	30 Backfire folding morning 9am Clubrooms	31
1 August	2	3	4	5 Morning Coffee Run 10am Clubrooms	6	7