

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

As you read this edition of *Backfire*, I hope you see that we are starting to come out of COVID restrictions and getting out in our vehicles. (Well that was how this piece was supposed to start!)

In fact as you well know by now we have had a bit of a setback on the COVID front in Victoria. Your committee met in person last month full of hope and plans as we came out of restrictions. We had three events planned, to get the fluids flowing (in the vehicles of course) but with the recent outbreaks, we've had to cancel them even before we got started. Such a pity as I know you are all keen to get together with each other again, as I am. We were also looking at how we might be able to have our AGM: watch the *Backfire* because as soon as we can work out how and when, we will be having it.

Another casualty of this COVID virus is the Bendigo Swap Meet. I have just found out that it has had to be cancelled for this year. Not sure what the organisers are planning re site fees etc but I'm sure they will work it out and let us all know. So as a consolation for not being able to get amongst our friends, I guess it means going back to the shed.

However, it's winter, and for me that means a degree of hibernation. More time inside in front of the fire and unfortunately, less time in the shed. As a result of this, and other matters to attend to, I have made less progress on the Buchanan than I might have liked. I have finally finished the roll bar and mounting so I think it must be time to put the welder and grinder away. At last! The chassis is ready to be painted and all the bits bolted back on, so looking forward to the rolling chassis stage.

I had a major score last week. For those of you who have restored cars and have needed to find that one very elusive part (made the more difficult if the car is rare), the satisfaction of finding that special part is amazing. I spoke to a friend about my project and asked him to keep his ears open for a windscreen and posts. I said I was happy to get some to make copies from.

He got back to me about 20 minutes later saying he found the items and they were for sale. Needless to say I bought them. And I thought that was going to be very hard to find! The downside is that the glass is broken so now the hunt begins for a replacement, which happens to be elusive in itself. Buchanan used a rear window from a Triumph Herald. Yeah, I'm sure there are lots of those lying about!

Max McKenzie has decided to call it a day doing the bereavement notices. A huge thankyou to Max for the time and effort you have put in doing this for the club. Thank you to Barb van Galen for offering to take up the job.

Whilst on thank you's, a big thank you to Jon for his brilliant work on the *Backfire* - it has kept us connected when we would not otherwise have been - and to you the members for your contributions to *Backfire*. Without your input Jon's task would have been near on impossible. Such a good club.

So I guess the only thing we can do now and the only thing left to say is, get out in your shed.

Dallas

VALE - THOMAS O'FARRELL

09.11.1940 - 19.06.2020

We were saddened to hear of the recent passing of club member, Tom O'Farrell, aged 79.

Tom was an early WDHVC member, when the club met in North Geelong.



He trained as a motor mechanic and worked around the western suburbs of Melbourne. He lived for most of his life in Werribee, and worked for 30 years at the Board of Works farm, doing shift work until he retired due to illness.

Tom spent many years working from the green huts on the farm that can be seen from the Princes Freeway. He told many stories of how cold the huts would get on nightshift and of reading about cars and mechanical books to take up the time.

He had a lifelong passion for classic cars and their restoration, being especially fond of British makes. Among the cars he has owned were a bug eyed Sprite, a Morris Oxford and an MG Magnette.

Tom's knowledge of car parts and the history of Werribee and western plains was a great strength. He could tell fabulous stories of past history.

Apart from the WDHVC, Tom was at some time a member of five other car clubs, including as a founding member of the Werribee and District Collectible Vehicle Club, where he also served as Federation rep.

Tom had suffered from ill health over a number of years and had been in care since September 2019.

Our sympathies to his wife Sylvia and son Stephen.

- Tim Christie, Ed



Have You a Holden for Display?

President Dallas has been in touch with a request. Dallas is a board member for the Geelong Museum of Motoring and Industry and the board is looking to reopen soon, once they get the go ahead.

Dallas would like to freshen up the display and put in temporary exhibits on a regular basis. The first one he is planning is on Holdens.

If anyone with the following cars in original or very good condition is happy putting their car on display in the museum for three or four months, could they contact Dallas please?

He needs four or five examples from the following models (sedans or wagons). Holden: 48 215 (FX), FJ, FB, EH, HR, HQ, VB.

Call Dallas on 0432 172 171 if you can help.

Third Strain of NILE Virus coming: (TYPE "C")

I thought you would want to know about this virus. Even the most advanced computer programs from Norton, McAfee, Est - Nod 32 and others cannot take care of this one. It appears to target those who were born prior to 1958.

Virus Symptoms

1. Causes you to send the same e-mail twice. (Done that)
2. Causes you to send a blank e-mail. (That too)
3. Causes you to send an e-mail to the wrong person. (Yup)
4. Causes you to send it back to the person who sent it to you. (Ah-ha)
5. Causes you to forget to attach the attachment. (Done that)
6. Causes you to hit SEND before you've finished. (Oh no, not again)
7. Causes you to hit DELETE instead of SEND. (Hate that)
8. Causes you to hit SEND when you should DELETE. (Heck, now what?)

It's called the C-NILE virus!

A lot of us have already been inflicted with this deadly disease and unfortunately as we age it gets worse.

Keep well my friends.

- contributed by Geoff Brown

Thank You

On behalf of my family I would like to thank members for the phone calls, floral tributes, cards, visits and support on the passing of Graham. As we could not get together to celebrate his life and say goodbye it was much appreciated.

A big thank you to John, Murray, and Ivan for bringing their cars and all other members who brought their cars and came to say goodbye to Graham.

Please accept this as our personal thanks.

Raelene Pretlove

COMMITTEE MEETING SUMMARY

The Committee met at the clubrooms on Tuesday 16 June. This socially distanced occasion saw us spread in a large hollow square across the room. (The May was meeting held on Zoom.) All continuing committee members and the two new-committee-members-in-waiting (Graeme Anderson and James Park) attended.

Matters discussed:

- ◇ plans for the clubrooms kitchen extension being drawn up.
- ◇ plans to have some club events in July, including a coffee run, tinker day and a rally to Mt Franklin were discussed. (After the meeting these plans have been cancelled/postponed due to the tightening of social distancing requirements in Victoria.)
- ◇ the clubrooms carpets are to be steam cleaned
- ◇ the clubrooms photos of past presidents are to be updated
- ◇ the 2020 AGM is proposed to held in September. The format is yet to be defined, depending on restrictions. Members will be notified when further details are available.

CORRESPONDENCE—JUNE 2020

LETTERS IN

- ◇ Merylyn Dryden - a thank you card for our thoughts on the passing of John

LETTERS OUT

Nil

EMAILS IN

- ◇ RGAPS - regarding proposed kitchen extension in the W H Simpson Pavilion
- ◇ Brian Edwards - Discussion about manning Showgrounds gates
- ◇ Nikita Donovan - asking when she will be admitted to the club as a new member

EMAILS OUT

- ◇ Nikita Donovan - answering her request about new membership

CORRESPONDENCE - APRIL & MAY 2020

LETTERS IN

- ◇ Bendigo Bank - statement of accounts
- ◇ Thank you card - from Trish Ormrod

LETTERS OUT

- ◇ Sympathy Cards:
 - Merilyn Dryden, on the passing of John.
 - Raelene Pretlove on the passing of our Life Member Graham.
- ◇ Get Well cards - Robin Evans, Trish Ormrod, Murray Foran
- ◇ East Geelong Rotary -informing of the cancellation of the swap meet

EMAILS IN

- ◇ Federation - Michelle Goddard May delegates meeting cancelled. Federation waiting to make a decision at August meeting re. Marong Picnic and Bendigo Swap Meet.
- ◇ Major Roads Projects - Jessica Tayler an update on car procession for the Opening of the Drysdale Bypass

EMAILS OUT

- ◇ Consumer Affairs Victoria- applied to get an extension for lodgment of our annual statement.

- David Mitchell & Fred Harris



Gary's Giggles

Tall Tales from our Legendary Librarian

The scene is a Harvey Norman store. A blonde is asking a salesman: "What kind of TV is this?"

He says: "Sorry, we don't sell to blondes."

She returns the next day, her hair dyed red, and asks a different salesman the same question.

"Sorry, we don't sell to blondes."

She returns a week later having changed her whole appearance by putting on a false moustache and a goatee beard. And she disguises her voice by talking in a deep baritone. "I want you to sell me that colour TV."

"Sorry," is the response, "we don't sell to blondes."

Whereupon she bursts into tears. "Why, why, why won't you sell me this TV?"

"Because it's a microwave."

A car accident. Both cars are badly smashed but neither driver is hurt.

They crawl out of their cars, brush themselves down and agree that they are very, very lucky not to have been killed.

"This must be a sign from God that we should be friends and live together in peace the rest of our days," said one of the motorists, a not unattractive woman.

The other driver, a man, replied: "I agree with you completely. This must be a sign from God."

And the woman said: "And look at this – another miracle. Though my car is completely demolished, this bottle of Grange Hermitage didn't break. Surely the Lord wants us to drink this wine and celebrate our good fortune."

So she handed the bottle to the man, who, nodding his head in agreement, popped the cork and took a few big swigs.

Then he handed the bottle back to the woman who graciously declined it. "No, you can have the rest."

The bloke said: "Are you sure you don't want any?"

And she replied: "No. I think I'll just wait for the police."

My Favourite Vehicle

My 1965 S-Type Jaguar

My gorgeous girl has never looked better! Iso has allowed me the time to track down a car detailer I trust with my baby and together we 'shined my ride'.

I know she looks a bit green, rather than her true grey, in this pic, but I blame my photo tweaking. Yes I use filters on my photos, don't judge me please. I wish we were going on our ladies drive around the Great Ocean Road, but for now Instagram is the only place we get to show off. (- and the pages of Backfire!)

- Catriona Rowntree

(Catriona's current S-type Jag belonged to her great uncle, Dr Cameron Rowntree, and was passed down to her father. Together with her Dad she took on the restoration of the car after he became sick. Sadly he did not see the project finished but she now proudly owns and drives the beautiful vehicle. - Ed)



My Favourite Vehicle

My Falcon Police Cars

My white 1970 XW Falcon is my favourite. Ford never had an option of a 351 engine in a standard Falcon 500, however these were specially built for the Victoria Police. It has factory all GT running gear including the suspension. I am the second registered owner since it was decommissioned in 1971, after nine months and 37,236 miles. It has now done a genuine 78,000 miles although it has been fully restored. The car still retains all its original panels, engine and running gear. I have all the documentation and history for it.



I have another two Falcon police cars as well.



This 1976 black XB Falcon was a NSW night wireless car that only worked overnight for special detective duties, including overnight prisoner escorts. It was originally unmarked however I mark it up for displays. (Photographed at the Club's 50th Anniversary BBQ.—Ed.) The original driver in the police force purchased it after the car was decommissioned. He passed away in 2013 and I purchased it from his wife. It is in very original condition with its original log books, brass key tag and keys, original 351 engine and its mandatory options.

- Don Campanile

Club Activities

All WDHVC activities remain cancelled until further notice. The committee continues to monitor the situation.

Annual General Meeting

The 2020 Annual General Meeting is proposed to be held in September. The format is yet to be defined, depending on restrictions. Members will be notified when further details are available. Your current Committee will stay in office until an AGM can be held.

Red Plate Vehicles

Any unfinancial members with vehicles on the club plate scheme through WDHVC must not drive them, as VicRoads considers these vehicles to be unregistered. Heavy fines apply if you are detected driving unregistered vehicles on the roads.

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

Backfire is continuing to be produced. Thank you for all the fascinating contributions received again this month. Keep up the great work! Help us all to stay in touch.

Website

Gus is maintaining the website: check it out for updates and items of interest.

27 JULY - MONDAY **AUGUST BACKFIRE**
DEADLINE By 5pm please.
Contact: Jon Breedveld 0417 311 441

Paddy took two stuffed dogs to the Antiques Roadshow.

“Oooh!”, said the presenter. “This is a very rare breed. Do you have any idea what they would fetch if they were in good condition?”

“Sticks,” said Paddy.

SOME AUTOMOTIVE FIRSTS

From **“I Love Old Cars and Transport Stories”**
- by Frank Rodwell OBE (*over bloody eighty)

The first horseless carriage to transport passengers was claimed to have been produced by Richard Trevithick, an Englishman, in 1801. It was powered by a steam engine with a bore of 5½ inches and a 2 foot 6 inch stroke. It operated successfully on the streets of London.

The first vehicle to be moved by an internal combustion engine was constructed by a Swiss inventor, Isaac de Rivaz in 1807. It was fuelled by hydrogen which was ignited by a hand operated sparking system. A model of this solitary unit is on display in the Swiss Transport Museum.

Bendigo Swap Meet Cancelled



Federation
of Veteran, Vintage & Classic Vehicle Clubs Inc. AMMOR
Correspondence: P.O. Box 175, Brunswick East, Victoria, 3087

MEDIA RELEASE - 27 June 2020

Following recent announcements from the Victorian State Government in relation to COVID-19 concerns, the Bendigo National Swap Meet Committee has decided to cancel this year's event that was to be held on 14 and 15 November 2020.

Committee chairperson Neil Athorn said: “It's unfortunate that in the 45th year we've had to make the decision to cancel the event, but we are hopeful for a return on 13 and 14 November 2021.” “This decision was made as there is a substantial amount of forward planning required by our Committee, site holders, local businesses that we use, and members of the historic vehicle movement. Our event is not one that we can cancel at short notice” he said.

“We are mindful that this is an important event for the Bendigo community, Bendigo showgrounds and the historic vehicle movement and we are disappointed that it cannot proceed in 2020.”

“The profits from the Bendigo Swap are returned to the community with seven historic vehicle display days across the State over the year and updates regarding the movement are provided throughout the year to 120 Historic Vehicle Clubs in Victoria. All members of these clubs working at the Swap are volunteers and take no personal payment from the event.”

“It's a great Swap that came to Bendigo 45 years ago which has been built up from 200 sites to 1,750 sites and gained worldwide recognition within the historic vehicle movement.”

LATE NEWS: The Australian National Euroa Show & Shine, in October, has also been cancelled for 2020.

*Isaac de Rivaz's hydrogen vehicle
in 1807*



The first petrol powered, 4-stroke internal combustion engine to propel a carriage, was completed about 1870 by Austrian, Siegfried Marcus. In the years leading up to that date he had worked on it as a part time project. It did move under its own power but was inefficient so it was dismantled. A second vehicle was constructed during the following years and a much improved model was test driven in 1879. No further cars were built and Mr Marcus concentrated on producing motors for airships. In more recent times the vehicle was restored and is on display, in running condition, in the Vienna Technical Museum.

- supplied by Fred Harris

Stories From the Shed

FACTS, FIGURES, FAMILIES and CARS

Like most members of the club, I have from my earliest days had a keen interest in any type of mechanical device. Although I cannot remember this 1924 Buick utility, it was the first vehicle my parents owned, after their marriage in March 1945, and purchase of a dairy farm at Jindivick around the same time. Prior to the purchase of this ute in August/Sep 1946, the only means of transport was a horse and jinker. Both paternal and maternal grandparents were on adjoining dairy farms at Longwarry which is about 25/30 km south west of Jindivick. Whilst it was very basic the ute was a huge improvement in time and comfort in making the trip from Jindivick to Longwarry to visit family.

Unfortunately I do not know the purchase cost in August 1946, which is when I was born, or in fact when it was sold and for how much. The only surviving mementos of this vehicle are a couple of photos, and for reasons unknown the Buick badge has survived, and is still in my possession today.

1924 Buick badge



1924 BUICK (February 1948) - Frank and Isabel Thomas with me, Ian Thomas, sitting on mum's knee.

In late March 1949 the farm at Jindivick was sold and we shifted back to my paternal grandparents' dairy farm at Longwarry. I suspect that the Buick was sold at this stage or more likely traded in on a 1930 Willys 1^{1/2} ton truck, which cost £120. It was set up with a toothed cog attached to the right hand back wheel, which drove, via a linked chain, a super spreader mounted on the back of the tray.

The only time of the year that this vehicle was used, was in autumn to spread the superphosphate. As it had sat idle out in the yard for most of the year, when it came time to start it, a 6 volt battery was ratted from another vehicle



(usually the tractor). I would sit on the left hand mudguard with my hand over the top of the carburettor, acting like a choke, trying to get the petrol to come through, hoping like mad that the engine would not backfire, while Dad operated the starter. Once going, it ran very smoothly, and I can still recollect the whine the gearbox made in 1st and 2nd and then, when you changed into 3rd, how quiet it became.

Of course, spreading superphosphate was a two man job, one driving and the other one on the back dragging 180 lb jute bags around and tipping them into the hopper. Eventually this vehicle was wrecked, and the chassis, with the back axle and differential still attached, was made into a trailer, still with the super spreader attached, but of course towed behind the tractor. The motor, gearbox and cabin after lying around for years, were eventually chucked in an old dam and buried.

In September 1950 my maternal grandmother, who lived on the farm across the road from us died suddenly. My maternal grandfather had been killed in a farming accident with horses at Bacchus Marsh in 1943. As a result of this, in the settlement of my grandmother's estate, my mother received among other things, her car, a 1939 Ford V 8 de Luxe (bought brand new in Bacchus Marsh) and for estate purposes valued at £200.



The 1939 Ford V8 with my future father Frank Thomas and my maternal grandfather Alec Kerr (who died before I was born) Photo taken at Bacchus Marsh in the early 1940's.

Stories From the Shed

Shortly after this, my parents bought a plywood caravan and the Ford although only 11 or 12 years old, was dispatched up to Warragul to G S and J S Brown to bring it up to scratch to tow the van. Shortly after this we went touring Victoria in the car and caravan. By now I had two younger brothers.

Among the places we travelled to was Stawell where two things happened that have stuck in my mind ever since. The first was, we called in to friends of my mother at Stawell, who had water-melons growing. Being a young pup of five years old, I gorged on them and made myself sick. I have never willingly eaten watermelons since.

The other event was, it being Easter, Dad wanted to watch the Stawell Gift, so of the whole family went. Just as they were about to run the gift my Mum says to Dad: "Where's Geoff?" (my younger brother). By the time he found him the race had been run and won, and Dad had missed everything.

The other problem with this car was when Browns "fixed it up" they put in a new headlight relay switch, but it had an annoying problem of regularly blowing the headlight fuse. It was imperative that you had a good supply of fuses on hand at all times. Of course, you know what I am going to say now, one night, we went to the pictures at Garfield, came out after the finish, no lights, no fuses. What to do next? The car in front took off, so we quickly slipped in behind him, which was fine until we got to Bunyip and he turned the opposite direction to which we needed to go. So we were by ourselves. I then climbed out of the car and sat on the right hand mudguard with a torch, Dad and Mum wound their windows down, and we proceeded for the

next five miles or so at snail's pace until we arrived home. I was seven or eight years old.

Another couple of stories concerning this car are, in around 1954 at hay making time, Dad found himself short of a tractor, with a small paddock of hay ready to be raked. No problems, we had a side delivery rake, with big steel wheels that had originally had shafts attached to be pulled by a horse. These had been removed and a normal tractor tow hitch welded up. No problems. The Ford has a tow bar, we will use that. Because the rake had originally been designed for pulling by a horse, it still had a seat. Beauty! We will tow the rake with the car, and I will sit on the seat on the rake. Well, first gear on a car seems pretty low at times, but compared to tractors lower gears, it is quite fast. So with a combination of steel wheels, rough paddock, and a faster towing speed, I was hanging on for grim death, every part of my body being shaken violently, and just hoping that Dad could see and would stop, so that I could retreat to the car. After what seemed like a long time he did eventually stop, and I was able to hop off. I was around eight years old. This was also the first car that I drove by myself without an adult close by. (Again aged eight!!) Mind you, it was only from one of the top paddocks down to the dairy.

Perhaps this is where my liking for V8 motors started, having owned over the years, six V8s, mostly Holdens. I still own three of these vehicles: a 1972 HQ Holden Premier 4.2 litre; a 2008 Toyota Landcruiser VX 4.5 litre turbo diesel; and a 2015 Holden Caprice WN series II 6.2 litre.

I have also owned two tray trucks with V8 motors: a 1962 Dodge V8 318 cubic inch and a 1976 International ACCO 1810A V8 345 cubic inch.

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MAKES BATTERIES		LONGHARRY		PRODUCTS	
5/7 BALL & ROLLER BEARINGS				FOR CENTRAL OYFPLAND	
HEADLIGHTS BEARING LAMPS					
P.A.K. BEARING REPLACEMENTS					
DISCO IGNITION PARTS					
Ord. No.	1241	Make	Ford	Model	Gedan
Reg. No.	281-825	6/3/51			
QUANTITY	PART NUMBER	DESCRIPTION	RETAIL	TRADE	TOTAL
		Remove motor diaphragm and clean.			
		Inspect motor, replace valves and fit new set			
		piston rings. Fit new flywheel ring gear, make and			
		fit new bendix drive cover to sump, reassemble motor.			
		Overhaul distributor and replace.			
		Overhaul carburettor and refit, test fuel pump and			
		refit. Clean set and test spark plugs.			
		Fit new head lamp relay and wire up, polish reflectors			
		fit new globes and focus lights.			
		Remove trim from above windscreen and fit and wire			
		up electric windscreen wiper and replace trim. Remove			
		all wheels and hubs free up all brake cables and build			
		up and refit mechanism, reassemble and adjust brakes and			
		linkers. Fit new kingpins and bushes to steering.			
		Fit two new tie rod ends and adjust toe in. Remove all			
		shock absorbers and fit berg type absorbers.			
		Remove two new fenders and cut out and renew rusty section			
		and replace and Guco. Cut out rusty portion rear of			
		body and rebuild and reduce			
		Make and fit new tow bar.			
		Lube service	10	72	5
		Wash car	10	-	-
		Carried forward	20	72	5
A 17644					

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DISCO IGNITION PARTS					
Ord. No.	1241	Make	Ford	Model	Gedan
Reg. No.	281-825	6/3/51			
QUANTITY	PART NUMBER	DESCRIPTION	RETAIL	TRADE	TOTAL
		Brought forward			73 5 -
1	78 105	Flexite piston ring set	4	19	6
1	40/6505	Engine valve	1	11	11
1	40/6510	" " guides	1	5	4
1	65/12199	Flywheel ring gear	1	18	3
1	40/6573	Distributor contact set	1	4	10
2	85/8266	Carburettor valve	2	2	8
4	B 3282	Radiator hoses	4	3	10
1	78/8260	" hose clips	1	4	8
2	38	" hose	2	6	7
1	38	Champion Spark Plugs	15	-	-
1		Head Lamp Relay	15	-	-
1		Wire and terminals	15	-	-
2	No. 2430	Head lamp globes	2	4	4
1	814 13408	Tail lamp assembly	1	6	6
1		MULLIKER 6 Volt Electric windscreen wiper	3	13	4
1		Set of 4 Berg shock absorbers	4	2	6
1		King pin Replacement Kit	20	-	-
2		Tie rod ends	2	11	4
14		feet mudguard beading	1	16	-
		Gaskets	10	6	11
		Sundries	8	11	19
		89 pints Galtex 30 411	12	3	46 13 10
A 17645					

Invoice for work done on the 1939 Ford V8 in March 1951

Stories From the Shed

Towards the end of 1955 with another brother and a sister added to the family, the Ford was nearing the end of its days as our car, and Dad purchased a 1949 Plymouth for £400. This should have meant a better car – it was 10 years younger, it had less miles etc., but I am not convinced even many years later that was so. It developed gearbox trouble early on where it would jump out of first gear, which eventually forced the adoption of a two speed gearbox, just using 2nd and 3rd gears. The other issue was the driver's window mechanism was very stiff, which in the end, meant that the window stayed down all the time, Not very nice in winter in Gippsland. In hindsight this could have been fixed quite easily, but it wasn't.

One feature on this car, which always intrigued me, was the speedo lighting at night, : 0-30 mph was white, 30-50 mph green, and over 50 mph red. An early safety warning feature!!

In the late 1950's because we now had Grandpa's 1937 Chev, Dad decided to try to sell the Plymouth in Melbourne. He took off down to Melbourne to hawk it around various used car yards but came home, most indignant, (nearly spitting his teeth out) because they only offered him £100! He should have taken the £100 because in the end this car later on became just a paddock bomb for us kids to drive around. Later some kids from the town came out and bought the motor and gearbox. The body was placed in the dam and buried next to the old Willys parts.



The 1949 Plymouth - photo taken in late 1955

By this stage my paternal grandfather was nearing 86 years of age. He had never obtained his driving licence, (one of his children always drove) and his car, a 1937 Chevrolet Master de Luxe was just sitting in the shed, so we took that over. This car had been bought brand new and was still in very good condition. As they say, "always garaged", and in this case only ever driven for the occasional picnic or up to Longwarry when there was either Federal or State election, and my grandparents had to vote. One day we were driving up to town when a back door swung open. My youngest brother was promptly whipped out on to the side of the road at about 30 mph. We stopped, picked him up, dusted

him down and continued on up to the town. Apart from a few gravel rashes and a few bruises he was okay. Everyone was glad he was not hurt more.

This particular model had the "knee action" front suspension, which was not a roaring success. However it had never caused any problems until one day we were out in the bush-covered hills of the Great Divide for a picnic at Mount Gentle Annie. A thunderstorm came up on the way home, and in the heavy rain, we slipped off the dirt track and crashed into an old stump. Despite many efforts from different mechanics, the leaking of oil could not be fixed. Another paddock bomb for us kids!!

Eventually the friend of an uncle in Tynong bought this car. His plan was to replace the front end with the old tried and true beam axle and leaf springs from a Chevrolet Master. It sat in his yard at Tynong and never moved for years. Of all the cars described here, this is one that I would most like to own now. It sat for years, and I would drive past and see it occasionally, but by the time I had the money to buy it back, it had disappeared. Ah well, so be it!!



The 1937 Chevrolet Master Deluxe - photo taken of the Thomas and Kerr families at a picnic at Yallourn c. 1940. Also 1937 Chev handbook

In September 1962 my parents took delivery of their only brand new car, a 1962 Holden EJ Special Station Wagon - total cost £1,366/12/8. In 1970 they traded this car in on a demo model 1970 HT Holden Special Sedan: changeover price \$2,167. In 1981 this car was traded in on a second hand 1979 Holden Commodore SL: changeover price \$8,790. This car was retained until Dad died in 1995, Mum having predeceased him in 1987.

- Ian Thomas

Early Melbourne Motor Car Agents

The following item first appeared in the *Vintage Driver* newsletter in February 1992. It was compiled from lists of exhibitors at early Melbourne International Motor Shows, and provided by the Victorian Automobile Chamber of Commerce (which has existed since 1918). Most of the marques and many of the dealers have since puttered off down the road, but it's still a fascinating reminder of early motoring.

My thanks to Kevin Churchill for this contribution. Kevin is a former WDHVC member and editor of *Backfire*. He is presently the editor of *Ford Torque*, the Model A Ford Club magazine. - Ed

The limitation of the following list will be obvious to most members, in that it shows only the major outlet for the different types of cars, and not, of course, all the distributors in Victoria, (.. in Melbourne for that matter).

My sincere thanks and acknowledgements go to Mrs. Hancock of the V.A.C.C. for her understanding help and co-operation in my hours of need, the making available of perusal space for me, and the loan of the "vintage" Motor Show Catalogues an extremely generous gesture.

The following list will, I trust, give members an idea of who sold what in Melbourne during the Vintage years :

ALVIS	- Regent Motor Service Co., Cnr. St. Kilda & Toorak Rds. Melb.
AUSTIN	- Light Cars Pty. Ltd., 177 Queen St., Melb. Austin Distributors Pty. Ltd., 460 Bourke St. Melb.
ARMSTRONG SIDDELEY	- All British Motor Co. Pty. Ltd. 111/113 Russell St. Melb.
AJAX	- Rickards Bros. Pty. Ltd., 567-577 Elizabeth St. Melb.
AUBURN	- Rex Motors Pty. Ltd., 678 Elizabeth St., Melb.
AMILCAR	- Conn's Motor Engineering Pty. Ltd., 600-608 Elizabeth St.
BEAN	- Barlow Motors Pty. Ltd., 20-28 Latrobe St., Melb.
BAYLISS THOMAS	- Francis Motors Pty. Ltd., 249 Latrobe St. Melb.
BUICK	- Lane's Motors Pty. Ltd., 103 Exhibition St. Melb.
BENTLEY	- Brodribb Bros. Pty. Ltd., 391 St. Kilda Rd. Melb.
CLYNO	- Barlow Motors Pty. Ltd., 20-28 Latrobe St. Melb.
CHRYSLER	- Collins Motors Pty. Ltd., 546-552 Collins St. Melb.
CALCOTT	- Regent Motor Services Co., Cnr. St. Kilda & Toorak Rds. Melb.
CITROEN	- Preston Motors Pty. Ltd., 114-122 Franklin St. Melb.
CLEVELAND	- Marcus Clark (Vic) Pty. Ltd., Cnr. Elizabeth & A'Becket Sts.
CHANDLER	- Marcus Clark (Vic) Pty. Ltd., Cnr. Elizabeth & A'Becket Sts.
CADILLAC	- S.A. Cheney Motors Pty. Ltd., 138 A'Beckett St. Melb.
CHARRON	- Eclipse Motors Pty. Ltd., 478 Elizabeth St. Melb.
CHEVROLET	- S.A. Cheney Motors Pty. Ltd., 22 Flinders St. Melb.
CROSSLEY	- Crossley Distributors, 116 Russell St. Melb.
CLEMENT TALBOT	- Eclipse Motors Pty. Ltd., 478 Elizabeth St., Melb.
DURANT	- Tarrant Olympia Motors Pty. Ltd., 150-158 Lonsdale St. Melb.
DIANE	- Finlay Motors Pty. Ltd., 290-4 Lonsdale St., Melb.
DELAGE	- Joubert & Joubert Pty. Ltd., 575-579 Bourke St. Melb.
DODGE	- Canada Cycle & Motor Co. (Vic) Pty. Ltd. 352-8 Latrobe St.
ESSEX	- Neal's Motors Pty. Ltd., 140-44 Exhibition St. Melb.
FIAT	- Autocar Industries Pty. Ltd., 104-112 Russell St. Melb.
FLINT	- Tarrant Olympia MOTORS Pty. Ltd., 150-8 Lonsdale St. Melb.
FORD	- Ford Motor Co. of Aust. Pty. Ltd., Geelong.
GWYNNE	- United Motors Pty. Ltd., 252 Church St. Richmond.
HUMBER	- Findlay Motors Pty. Ltd., 290-4 Lonsdale St. Melb.
HILLMAN	- English Motors Pty. Ltd., 26 Toorak Rd. South Yarra. Preston Motors Pty. Ltd., 114-122 Franklin St. Melb.
HUDSON	- Neal's Motors Pty. Ltd., 140-44 Exhibition St. Melb.
HUPMOBILE	- James Motors Pty. Ltd., 452 Elizabeth St. Melb.
ITALA	- James Flood Pty. Ltd., St. Kilda Rd. Melb.
JEWETT SIX	- Walter Whitbourne Pty. Ltd., 8-16 Leicester St. Melb.
JORDAN	- Conn's Motor Engineering Pty. Ltd., 600-8 Elizabeth St. Melb.
LA BUIRE	- Atlas Motors, 197 Latrobe St. Melb.
LEA FRANCIS	- Eclipse Motors Pty. Ltd., 478 Elizabeth St. Melb.
LOCOMOBILE	- Tarrant Olympia Motors Pty. Ltd., 150-8 Lonsdale St. Melb.
LAGONDA	- Light Cars Pty. Ltd., 177 Queen St. Melb.

LONG DISTANCE RALLY 2020

The long distance rally will be going ahead (subject to change due to Covid 19).

We will leave on Wednesday 9 September and be away for about one week.

We will head East Gippsland way.

I will need numbers early this time so if you are interested ring Sharyn 0417 546 089.

Children's Proverbs

A Primary School Teacher had 26 students in her class. She presented each child in her classroom the first half of a well-known proverb and asked them to come up with the remainder of the proverb. It's hard to believe these were actually done by first graders. Their insight may surprise you.

While reading, keep in mind that these are first-graders, 6-year-olds, because the last one is a classic!

1. Don't change horses **until they stop running.**
2. Strike while the **bug is close.**
3. It's always darkest before **Daylight Saving Time.**
4. Never underestimate the power of **termites.**
5. You can lead a horse to water but **how?**
6. Don't bite the hand that **looks dirty.**
7. No news is **impossible.**
8. A miss is as good as a **Mr.**
9. You can't teach an old dog new **math.**
10. If you lie down with dogs, you'll **stink in the morning.**
11. Love all, trust **me.**
12. The pen is mightier than the **pigs.**
13. An idle mind is the **best way to relax.**
14. Where there's smoke there's **pollution.**
15. Happy the bride who **gets all the presents.**
16. A penny saved is **not much.**
17. Two's company, three's **the Musketeers.**
18. Don't put off till tomorrow what **you put on to go to bed.**
19. Laugh and the whole world laughs with you, cry and **you have to blow your nose.**
20. There are none so blind as **Stevie Wonder.**
21. Children should be seen and not **spanked or grounded.**
22. If at first you don't succeed **get new batteries.**
23. You get out of something only what you **see in the picture on the box.**
24. When the blind lead the blind **get out of the way.**
25. A bird in the hand is **going to poop on you.**
And the WINNER and last one!
26. Better late than **pregnant.**

- contributed by Peter Telfer

Letter to the Editor



Hi Jon,

Correspondence from the Bay to Birdwood organisers as to whether the event will run in three months' time. Also news from Beaulieu in the UK that the International Autojumble in September has been cancelled.

Been busy in the shed removing the gearbox from the 'Conserved' Crossley to investigate the inability to get the car into gear from a standstill.

Went to turn the car around to make it easy to work from the LHS and the starter motor Bendix spring parted company with motor shaft. I replaced spring and bolts, made up the tab washers (none available in Geelong but found a supply with East Side Auto Electrics at 142 Rooks Road Nunawading just up from Automotive Surplus).

Turned the Crossley around and removed clutch and found that the driven plate was too thick. A trip to Melbourne to the supplier of the driven plate confirmed this



concern and will now have to wait till new clutch facings are sourced, cut to size and riveted to the driven plate. As the clutch has a large cone spring holding the pressure plate via 3 pivoted levers I have been reviewing the spare parts bin to find the best examples to refurbish while awaiting the return of the driven plates.



Prior to the clutch exercise I have rewired the Rotax control panel for the 'Restored Crossley' as the panel that came with the car had damaged wiring

and a generator cut out with no wires from the coils.

Prior to that, while shaping the timber for the cowl, I offered up the dash board and noted that the speedo hole location was too far to the right on the LHS of the dash, meaning the speedo and cable would foul the cowl mounted fuel tank. AHHHHH!

This has caused me to be cautious with any of the 'restored' parts that came with the car.

Enough for now.

Stay safe.

- Harold Newtown

Thanks Harold. Good to hear what you have been up to. What have others been doing??? - Ed.

Keep Up the Good Work

This month *Backfire* features an entertaining reminiscence about the cars of Ian Thomas's childhood - and his stories about their use and abuse. A great read! If you feel inclined to share your memories of the cars you grew up with, please get in touch. We can talk about how best to record your story for sharing.

And keep thinking about those other topics that will be of interest to fellow members. Stick with it - this isn't over yet and we all need to stay connected. Keep sending in those interesting and varied items. Think about the headings suggested below or invent your own.

Emailed copy is best but photos & notes in my letterbox will also do. Give me a call to see what can be arranged.

Some ideas:

1/. **Little Treasures** Tell us about the smaller gems you found at a swap meet. Bargains and unexpected finds. The part you really needed to finish a project. A book, an ornament, a painting, a tool. (Thanks for the idea Geoff.)

2/. What about some **"Stories from the Shed"**? Tell us about the projects that are occupying you during "self solution". Or your favorite resto story from the past.

4/. **"My Favorite Vehicle"** Tell us about that dream vehicle. Perhaps you already own it? Or did. Or plan to. Or perhaps it's just a pleasant dream.

4/. **"ISO Changes"** What unusual thing have you seen, heard or experienced as a direct result of the pandemic? How are you staying in touch? Any new ways to keep yourself amused? Naturally, positive stories are preferred.

Over to you. The deadline for the August *Backfire* is **5pm on Monday 27 July**, but don't wait that long to get in touch and plan your contribution - big or small.

Meanwhile, take care of yourself and those who matter to you.

Cheers,

Jon (0417 311 441) editor@wdhvcgeelong.com



No Mars Bar Competition

Have you found any old baby photos and sent them to Ray? Give him a head start while the Mars Bar Competition is in hibernation. That way he can be ahead of the game when we get back together again.

Photos URGENTLY needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

email rbvangelen@gmail.com



WDHVC MEMBER PROFILE



Name?

Barb

Where were you born?

Wycheproof

Family?

Husband Ray, 1 daughter & 1 son, 9 grandchildren & 3 great grandchildren

Number of years in the WDHVC?

20 years

Other interests?

Voluntary work & the grandchildren

What was your first vehicle?

Austin Wolseley

What vehicle would you love to own?

Red Mustang

What vehicles do you have now?

1989 Mercedes

Profession?

Retailer

Skills?

Too many to mention

What bugs you the most?

Annoying people

What makes you happy?

Family, travel and the car club

- Libby

FOR SALES, WANTED & CLUES

Wanted:

Grifco siren and Hella KL7 or KL8 blue rotating light, commonly used on 60s 70s Victorian Police vehicles and other Australian Emergency vehicles.



Call Don Campanile
0488351351 or email
don@tvdgroup.com.au

7/20

Buick 1939 Straight Eight Special parts

Front passenger side
sun visor swivel fitting.

Call Brian Edward
5222 6986 or
bseapm@bigpond.net.au



6/20

4^{1/2}" square jar with 6 volt pump on top for
windscreen washer. I believe similar to early
Holden FX or FJ.

One only semi sealed lens for Lucas SLR 700
spotlight. 7" diameter, to complete the restoration
of my 1946 Buick Special Model 40. I also wish to
make contact with like-minded owners.

Call Ron Wade 0401 965 008.

5/20

Lights Early British vehicle round tail and
indicator lights (approx 50mm diameter)



Call Dallas on 0432 172 171.

5/20

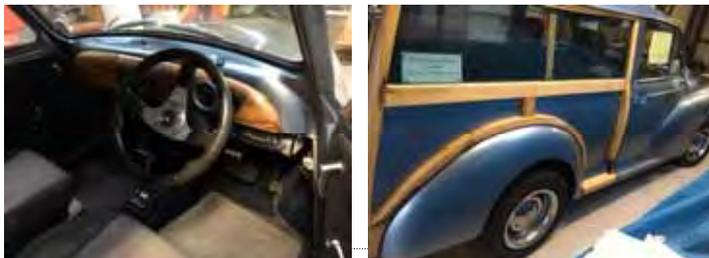
FOR SALES, WANTED & CLUES

For Sale

Morris Minor Traveller 1954
Modified. Nissan 1500cc motor
& auto gearbox. Improved
brakes & suspension.
Always garaged. Good
condition. Woodwork needs
attention. Full reg 'til end Aug.
No RWC. GRL 698. \$8,000.



Call Jon 0417 311 441 for initial enquiries. 7/20



**2011 Mazda 3 Maxx Sport 2.2 Itr Turbo
Diesel.** Man 6 spd. 183,000 km. One owner,
full service history. RWC and 5 months reg
YTK 648. \$7,000.

Call: 0427 606 444 Libby. 0417 028 982 Rod.

7/20

ZG Fairlane and HG Holden grilles

No reasonable offer refused.

Call Ian 0414 582 861.

7/20

Datsun 200B windscreen, brand new \$100.

Steering column \$30

Datsun 200B station wagon: rusty and dented
passenger front/side. Motor running, transmission
and running gear OK, rear lights, interior OK. \$300
(Located about 225 km from Geelong.)

Anyone collect Farfisa Compact Electronic
Organs? \$100. Call Col 0425 822 026. 5/20

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).

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If undeliverable return to:

WDHVC
PO Box 200
Newcomb VIC 3219

Backfire

PRINT
POST

POSTAGE
PAID



1970 XW Falcon