

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

Hello members, hope you are well and coping with the restrictions.

First is the sad news of the passing of our long time and life member Graham Pretlove. Graham had been unwell for only a short time and it is terribly sad we have lost him so soon. My condolences and that of the committee go out to Raelene and the family during this difficult time. Thank you to the many members who, whilst unable to attend the actual funeral service, showed up in their club cars as a mark of respect for Graham and his family.

The committee had a ZOOM meeting on Tuesday as we weren't permitted to get together physically. It was a bit different but the meeting outcomes were the same. Hard to believe the WDHVC has embraced technology and moved into the 21st century! After only a few hiccups we all managed to get it working well. Just wait until I show them how to share information across screens. Perhaps not.

There have been a few conflicting messages coming out about use of red plate vehicles and renewal of permits. Just so we have this clear: red plate vehicles can be used the same as always so long as the use is within the COVID 19 guidelines. So by all means go and use it to keep it ticking over but confine your trips to the essential; medical, shopping etc. Also Gus is happy to have you call him and arrange to have your paperwork signed. He is equally happy for you to post your paperwork to him with a self-addressed stamped envelope whereby he can get it back to you.

There are a few members that are yet to pay their membership. What this means for you, if you are one of them, is you cannot use your red plate

vehicle whilst unfinancial and a hefty fine will apply if you get caught doing so. It also means that this will be your last Backfire if not paid before the end of June, at which time your membership will cease. If this happens, you will have to go through the membership application process again to rejoin. So to avoid all of this, make sure you send your subs in right away.

Now for the shed: Some steady progress. All of welding is finished and now the Buchanan is stripped right back to a bare chassis again and being prepared for paint. The front end suspension and steering components have been cleaned and painted, overhauled or purchased ready to be fitted once the chassis is ready. I'm now onto the rear suspension and differential. I'll be starting on the rebuild of the Holden grey motor soon and I welcome any performance suggestions you might have. (That doesn't mean use a different motor either!)

So all that is left to say is stay well, get out in your shed, and if you get out in your car, do so according to the guidelines.

Dallas



VALE - GRAHAM WILLIAM PRETLOVE

20-1-47 to 13-5-2020

Husband of Raelene for 49^{1/2} years.

Father of Scott (dec), Dean & Kelly, Corey & Nadine. Brother of Brian, Ray (dec) and Paul. Proud Pa of Cooper & Flynn.

Graham was the first child of Lorna and Gerald Pretlove in a Casterton. Graham was an active sportsman, including playing tennis, badminton, football, football umpiring, boxing and squash. He was an animal lover and kept a variety of pets, including dogs, finches, budgies and tropical fish. He also bred and judged canaries. In 1963 he joined the volunteer fire brigade in Casterton, where he served as brigade secretary, enjoying the mateship and running competitions in particular.

Graham and Raylene were married in 1970 and lived at Ullswater before moving to Geelong two years later. Here he joined the Highton volunteer fire brigade where he saw many years of active service, including the 1983 Ash Wednesday fires. He was awarded the CFA 25 year service badge and the National medal.

Graham was a proud Pa and enjoyed making things with grandson's Cooper and Flynn. Happy afternoons were spent rolling handmade cars down jumps and ramps, or sleeping in a tent with a fire going. Graham hated waste and always tried to fix things rather than throw them away. Trips away allowed Graham to relax and enjoy himself while fishing or talking around the campfire. The river cruise in Europe was another special trip. Graham and his sons spent many nights at Avalon, Warrnambool and other raceways enjoying the sprint car races together. Historic Winton was another special time for Graham.

Graham worked hard and put his best into anything he did. He was an active member of any club that he joined, always there to help. He was a down to earth person who enjoyed life's simple pleasures, valuing his friendships. He was always available in the background, supporting and encouraging his family and others. Family members described him as dedicated, committed and supportive. His priorities were his family, putting others first, giving his all and making sure the job was finished. A quiet achiever with a big heart.

John Bailey spoke on behalf of our club. John said Graham had contributed an enormous amount of time, effort and enjoyment to the club. He joined in 1994 and since then had taken care of all painting in the clubrooms. "By painting I mean the building and everything in it. Petrol browsers, signs, picture frames: if it is in the clubrooms, Graham has at some time painted it," John said.

Graham was a skilled painter whose professional reputation spread by word-of-mouth. The hand painted finish on Ivan Cave's T model Ford that he did 21 years ago is testament to Graham's abilities.

John said Graham had been a committee member, including as club secretary (2012 to 2014). He had served as the program director (2002 to 2005) and the organiser of economy runs, hot dog runs, guest speakers and Christmas treats.

Graham had catalogued all the model cars in the club's collection. The mural on the wall behind the stage was installed by him. When the clubrooms were extended in 1996 and the toilets added in 2000, Graham organised and co-ordinated the volunteers who painted inside and out. He was a member of the swap meet committee and in charge of parking for that event. In the last two years he had supplied material for the club's magazine, *Backfire*. This included the series on the "World's Worst Cars".

In recent times Graham instigated and organised a program to keep in touch with sick and elderly members and just last year the club made him a life member. John said he had had the pleasure of working with Graham over many years on club projects. "Painters like to paint: someone else has to put the nails in – and that was me." John said.

Graham appreciated all makes of cars but especially loved his Fords. He enjoyed being around other members and just talking cars while contributing to the upkeep of the buildings and organising events.

Graham and Raelene's 1978 Chevrolet 25th Anniversary Corvette V8 and 1970 Ford Fairlane ZC 302 V8, and son Corey's Toyota Celica escorted Graham from the church, joined by Murray Foran's MG, John Bailey's Morgan and Ivan Cave's T-Model.

Despite the current restrictions, the club was well represented at Graham's funeral. Over 30 members and their cars witnessed the service from outside the church and others viewed the webcast on their phones or at home. Afterwards a line of club cars followed the official party to the cemetery. - Ed



"Cheers Graham"

Those outside toasted Graham after the service with drinks supplied from the boot of the Pretlove Fairlane.

A special way of including as many as possible.

Letter to the Editor



A Letter to Graham

Dear Graham,

You were the best neighbour we could have had for near on 40 years. No arguing over trees, fences or noise and smoke from our cars, always most friendly.

Canaries, boats, car cars, paint, camping and most of all helping others was your life.

And don't forget the lovely orchids we swapped and I accidentally gave you my best one, which gave you six beautiful blooms, and my original one didn't flower at all. Your advice – feed fortnightly, that's the secret.

We miss our little chats over this and that and club matters as we walked past, and also sharing club rallies.

Your better half (so they say) Raelene, is still here and we look forward to continue sharing club events and chats over the fence with her, Corey and Nadine.

Until we meet again, friend.

Judith and Ray

VALE - JOHN DRYDEN

We are saddened to learn of the passing of John Dryden.

During his working life John was employed for 14 years as a slaughterman, followed by 25 years as an abattoir supervisor. His interest in historic cars saw him join the Riley Car Club in 1984 and his pride and joy was an immaculate 1950 2 ½ Litre Riley.

John and Beryl moved to the Geelong District to live at Clifton Springs in 1996 and they immediately became actively involved with the WDHVC. Sadly on a Club rally to Swan Hill in July 1998, Beryl passed away suddenly.

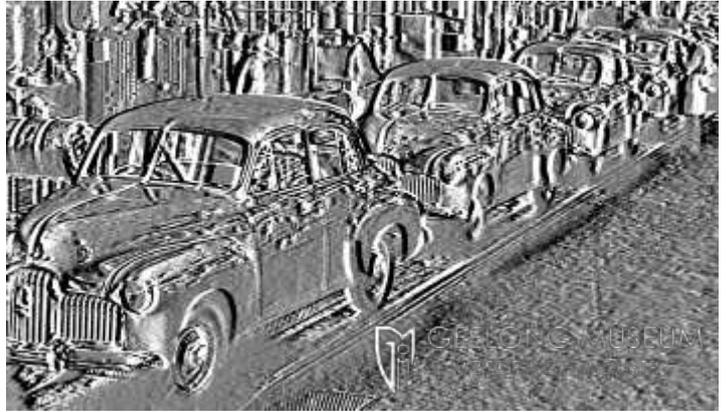
John continued his activities with our Club attending rallies and events and was well liked and a great friend to those who knew him. He was particularly active in working bees to extend the Clubrooms generously giving of his time.

When he moved to Raglan in the Beaufort district, he also joined local vehicle club activities there and in Ballarat, but retained his membership with our Club. John and Merylin met 20 years ago and have been married for 15 years. They would often travel to Geelong to attend our Club functions.

We extend our deepest sympathy to Merylin, Leanne, Darren, Lyn, Julie and John's grandchildren.

- Trevor Schneider

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.



Footpath chalk art still brings a smile on our daily walk.

- Ed



Gary's Giggles

Tall Tales from our Legendary Librarian

A nun is walking through the back streets of King's Cross when she comes upon a drunk lying in the gutter outside a pub. She stoops down and says: "You poor man. Don't you know that the demon drink is ruining your life? Come with me to the mission and I will help you stop drinking."

The drunk opens one eye, looks up and says: "Sister, a little drink now and then isn't so bad. But I tell you what I'll do: you come inside and have a drink, then I'll go with you to the mission." The nun agrees, but says: "I don't want to be seen going into a pub. Could you bring the drink out here?"

"No trubs," says the drunk.

"And another thing," says the nun, "Can you put the drink in a coffee cup?"

"No trubs"

The nun gives him the money, and he goes inside the pub and places the order. "A whiskey for me and a whiskey for my friend. But I want you to put it in a coffee cup."

And the barman says: "Right. So is that nun out there again?"

A Chinese guy does his shopping at a Greek greengrocers. The Greek keeps picking on the Chinese because he can't pronounce the letter 'R'.

"It's Friday, you stupid prick, not fly day."

"Yeah, yeah, yeah, fly day."

After three months the Chinese has had enough and starts practising how to say Friday.

So the next time he goes to the greengrocer he says to the Greek: "It's Friday, you gleek plick."

There is a big Italian funeral in Carlton. It takes about half an hour to wend its way up Lygon street. A couple of Mafiosi are standing on the footpath.

One says: "Who's funeral is that?"

"One of Big Louie's girlfriends."

"What did she die of?"

"Gonorrhoea."

"I didn't know you could die from gonorrhoea."

"You can when you give it to Big Louie"

My Favourite Vehicle My 1959 Plymouth Belvedere



I purchased this car I think in 1965 from Belmont. The salesman was Rex Gorell. I traded a 1959 Chrysler Royal on it. which I also purchased from Rex when he was a junior sales man at Winter and Taylor in Mercer St. The trade in on that car was a 1953 Plymouth Cranbrook purchased from Tuckers, also in Mercer St.

The only reason for selling the Chrysler Royal was that I could not remove the rear brake drum. They are on a taper fit and even after applying oxy/acetylene and hub pullers it refused to budge, so out with the mash hammer to jolt it off. No success, so after heating the hub again I applied the sledge hammer, which resulted in a miss hit and achieved nothing more than a nasty imprint of a sledge hammer in the mud guard.

So I put the wheel back on, took it straight to Woodfords and there you are - about 55 years later I still have the car, now with 205,000 miles on the clock. The longest trip I ever took in it was to Newcastle, where the local bears issued a prize for being a Victorian car costing \$30. This was back in 1965, so it was not a trifling contribution to their retirement fund, or something like that.

As luck would have it my wife and I went to a pokies club, and though she never played a machine before, she dropped in a 10 cent coin. The machine started pinging and bells were ringing. She thought she had broken the machine and was about pull a lever when someone shouted; "Don't touch that, you have won a double jackpot!" Bewdy: it paid for the NSW prize with money left over.

Unfortunately, on the way back to Geelong on the notorious NSW roads the car bottomed out, hitting the engine pipe and breaking the left side manifold. So all the way back we went, as far as Gundagai, where I managed to buy a manifold from a wrecker for \$30. In the end I think I came out square.

The car has also been around Tasmania a couple of times. It really stirs them up as to the length of it on the ferries. The car still runs, not as pretty as it was but the 318 poly engine and transmission has stood the test of time. As they say, there is no substitute for cubic inches.

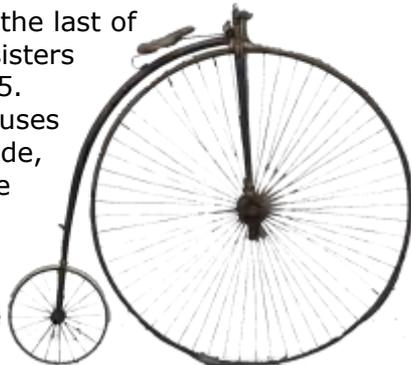
- Hank Fiolet

Stories From the Shed

THE MIGHTY MATCHLESS PENNY FARTHING

(No relation to Matchless motor cycles.)

About five years ago the last of two elderly spinster sisters died in Colac, aged 95. The sisters owned houses which were side by side, and both houses were crammed with three generations worth of possessions. It took the auctioneers three months to sort and catalogue the collectables in a warehouse, ready for sale.



Pat. and I went along to the hoarders' auction, hoping to find something more to add to our own collection. A great surprise was a "hub lamp" for a penny farthing. (This lamp was called a "hub lamp" instead of a head lamp because it was designed to hang on the front hub inside the spokes. That was to get better illumination of the road as the lamp had a kerosene burner and was very weak. The fork head above the big wheel was too far from the road for such a weak light to provide enough visibility.) We bought that lamp, and with it in a box was a note saying it had belonged to the sisters' grandfather, and had been displayed in later years by their brother.

A couple of years later, a man from Colac rang me and said he had a penny farthing for sale and would we like to have a look at it. I was very keen. Pat. was away, but I knew she would be keen too. I couldn't believe what I was looking at - a Matchless made by Singer for a penny farthing retailer who had patented this special make. It was the only penny farthing brand in the world made with rubber suspension above the front axle and back axle, with the handle bars clamped in rubber and clever metal suspension working on more rubber under the seat. This machine was described in the sales pitch as "vibration free".

The Matchless was made by Singer from 1879 until 1886, when the retailer called it quits. Singer made them for a while longer and marketed them as Singer. This one, which of course I bought, was made in 1882. The seller told me where he got it. He obtained it from two elderly spinsters who lived side by side in Colac.

While laid up with a "dickie ticker", I got to thinking about the Matchless locked away here in need of some repairs. Step up Simon Anderson who has been a bicycle mechanic all his life, and on top of that is a sympathetic restorer of vintage and veteran vehicles.



He has found it has a broken and bent back axle and bearings, a slight bend in the front fork, a bent pedal crank, 20 missing spokes, bent handle bars, missing hand grips and the 138 year old suspension rubber as hard as concrete.

WDHV Club member Courtney Field is welding up a broken spring and a friend from Melbourne is restoring the seat leather.

We will keep the original paint and rust, and make the Matchless a first class rideable bicycle and a world class collectable.

- Robin Evans



A Confounding Case of Camfusion An uplifting tale

Andrew Hepner runs Precision Engine Reco's. He sent in this "Story from the Shed"

Not amusing at the time was a classic engine rebuild on a late MGA. We rebuilt the engine to exacting specs and the engine ran beautifully.

I received a call from the best cam grinder in Melbourne (Clive, from "Clive Cams"), a great friend. He asked how the MG engine was, and I said fine. He explained that he had two similar MG camshafts at the same time and the other customer's motor was also running well, but his tachometer wouldn't work!!

After I suggested an auto electrician, Clive explained that the camshafts had been mixed up and were slightly different. We had the cam with a gear that drives the mechanical taco for the early MGA: the other poor fellow had our camshaft with no taco drive as the late MG taco were electric and the gear had been removed.

After a hearty laugh mixed with some profanity, we removed and swapped camshafts. The costs were absorbed. Such is the life of an engine reconitioner.

- Andrew Hepner

Club Activities

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

Annual General Meeting

The Annual General Meeting will be held as soon as it is considered safe and responsible to do so. Your current Committee will stay in office until an AGM can be held.

Membership Renewal

A few members have not yet renewed their club membership and **are unfinancial**. To renew, complete the Membership Renewal Form (available from the Registrar, Barb van Galen (Ph 5278 9368) and **post it** to:

The Treasurer,

WDHVC Inc

PO Box 200 NEWCOMB VIC 3219.

Membership renewal for postal applications is \$50.

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 for May. 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.

29 JUNE - MONDAY **JULY BACKFIRE**

DEADLINE By 5pm please.

Contact: Jon Breedveld 0417 311 441



Game Changers



The trolley was the first project of my 7 year old apprentice (grandson) and myself after lockdown started. Built from scrap materials using a battery powered drill. It has been used to shift sand and bricks for the paving beneath the basketball ring. This shows both, and the decorative cat, all looking artistic.

- Ivan Cave

MEMBERSHIP & RED PLATE RENEWALS

All WDHVC members who did not renew their club membership by 31 March are unfinancial. To renew, complete the Membership Renewal Form and **post it** to the Treasurer with a \$50 cheque. Postal address: The Treasurer, WDHVC, PO Box 200 NEWCOMB VIC 3219.

Please notify the Secretary if you wish to resign from the Club.

VicRoads considers unfinancial members' red plate vehicles to be unregistered. Heavy fines apply for driving unregistered vehicles on the roads.

Permit holders can renew permits by mailing the renewal to: VicRoads, GPO Box 1644 Melbourne 3001.



Little Treasures

I found this pen stand at the Geelong swap three or four years ago. I recognised the tank as a WW1 Renault. I have an interest in Renaults and have a 1910 Renault car, so I had to have it. The base was cracked and the barrel was missing. It is made of Britannia metal which is a type of pewter. It has a low melting point and behaves like solder with heat. In the blink of an eye your lump of metal turns to liquid. I managed to fuse the crack expecting the whole lot to puddle at any moment. I found an old broken Britannia metal picture frame decorated with a vine around the picture. I cut out suitable bits of vine and roughly turned them up and made the two tube barrel.

The FT17 was a two man tank designed by Louis Renault. It did not enter the war until 1918, but proved to be quite useful, especially if used in numbers. The sight of these bearing down is said to have caused the battle weary German soldiers to decide to surrender. The FT17 was used up to WW2 in various roles and by a number of countries.



The insignia on the helmet is two crossed canon barrels with an armoured knight's head. The French tank corps use the same insignia today. The helmet is the cover for the inkwell. The inscription below the helmet says Camp de Beverloo. A military base in Belgium since the 1830's, Camp de Beverloo has been used by the German army in both world wars. In WW2 it was used to hold prisoners of war including several thousand Indians who were fighting with the British in North Africa and captured by Rommel's forces.

When the Germans discovered the Indians disliked the British even more than the Germans did, they decided to train them as soldiers. This was a tricky business because the Indians didn't speak German and the Germans knew very little of the various Indian dialects. So they had to converse in their only common language ... English! The trained Indian troops were deployed in coastal defence in France. At Bordeaux they were inspected by Rommel, their previous captor.

So that's my Little Treasure. It is probably not worth anything because of the repairs. It is missing the inkwell. If anyone has a spare small porcelain or glass inkwell to fit into a 22mm hole I would be thrilled to hear from them.



The photo is of an tank FT17 taken at Camp de Beverloo. Thanks to Alfred Simkens at the Camp de Beverloo museum for advice and photos, and information on the insignia. He also mentioned that the only WW1 German tank still in existence is in the tank museum in Queensland. Who knew? I thought there were no German tanks in WW1.

- Geoff Brown

It's My Plan

My late wife of 57 years, Sadie, migrated from England in 1955 with her parents and younger sister. The parents were known as 'ten pound poms'. After our marriage in 1958, amongst other things, we related to our early school years with very similar matters of interest.

Each Monday morning, standing as a complete school outside, at the flag pole we each saluted the flag and sang "God Save the King". Then, moving into the classroom, there were the invitations for observations eg 'Please Miss, as I was coming to school I saw a flat dog'.

One Monday morning Sadie's teacher told her class: 'Instead of observations I want you tell us all about your intended vocation or what you want to do when you grow up, putting it into rhyme form'.

The first was a dapper little boy who marched to the front of the class, turned to face the class and recited: 'My name is Stan and when I'm a man I'm going to help China fight Japan. That's my plan, if I can, and I know I can'.

The next is a little girl who sashays up to front and says: 'My name is Sadie and when I'm a lady I'm going to have a baby. That's my plan, if I can, and I know I can'.

The next is a little Limey tosser who saunters casually to the front and blurts: 'And my name is Dan and when I'm a man. B...ar China and Japan. I'm going help Sadie with her plan. That's my plan, if I can, and I know I can.'

- Jim Coates

RALLIES & RUNS

Tinker Day Update

John Hickford has provided the following update on progress made on several projects that visitors saw during a Tinker Day visit to Anglesea late last year (Warwick Beanland's place)

Well the Bolwell has gone to its new four car garage and workshop at Aireys Inlet. The magneto has been replaced with a brand-new distributor and electronic ignition in the red Lancia Ford V8 special.



The green jail bar Ford truck was parked between two containers in the yard has had a tray built from recycled timber fitted, to become a piece of farm art at Warwick's son's. (and my one-year-old great-grandson's) place. It is now parked on turning circle of drive of the new house at Moriac.



The red and black jail bar truck that was parked in the shed has a beautifully restored timber tray but an unrestored cabin. It is now running with 12 V electrics, new break liners, restored brakes, all mechanicals restored to as new, and is ready for club registration.

The Holden Sandman ute is now fully restored. It is having a new tonneau fabricated by Anglesea man Peter Hynze. The Sandman decals were fitted by a Torquay signwriter.



The Geelong-built, beautifully restored A Ford ute has a running but unrestored A model right-hand drive Dicky seat fitted, with hydraulic brakes to keep it company and wind up windows. It is converted to Land Rover brakes to help.



The ute new a came from the USA (or possibly Argentina) in a package deal with a 1937 left-hand drive, two-door slope Ford (Tudor) hot Rod.



It is now in Ballarat being converted to right-hand drive. It will be restored to its original configuration, with an original flathead Ford V8, so as it can be club registered rather than a street rod registered. (Somebody had put in a 327 small block chev engine in it!) Lots of progress!

Large home shed nearly finished at Warwick's house.

- John Hickford

RALLIES & RUNS

2011 Crossley Register Inter-Register Treasure Hunt

Harold Newton has sent through these captions and photos, taken at the 2011 Crossley Register Inter-register treasure hunt, (which he attended with wife. Pauline) and elsewhere.



These Rileys may interest David Perkins and other's. Taken in 2011 at the Crossley Register Inter-register treasure hunt



(Left) An English way to dip head-lights.
(Right) A 1930 Crossley Motors Golden Saloon. We were fortunate to experience the Inter-register event from the rear seat in comfort but was handed the map to navigate for the event.



One for our President Dallas: 1954 Original Allard fitted with a Zephyr 6 cylinder engine and 3 speed gear box. Extensive mechanical, suspension and body restoration and runs well, only needs paint and trim to enjoy. John Hickford may also enjoy this.

For David Mitchell to swoon over! For sale in the car park at the Beaulieu Auto jumble in 2011.



One for Fred Harris who must be suffering withdrawal symptoms without the swap this year! 2011 Beaulieu Autojumble punters queuing for the gates to open at 10am.



Better not forget the bikers in the club, including the Rays M and V and Simon A.

On the Buses

Simon Anderson sent in this photo of the East Geelong tramway bus circa 1910/12, which was posted to a Facebook group. Comments noted the hard ride resulting from solid rubber tyres and dirt roads, and the brackets on the front guards, for mounting carbide lamps. Behind the bus is the old electricity supply building on the corner of Brougham and Yarra Sts. The bus ran from either the station or wharf to McKillop St and Ormond Rd via Malop, Moorabool, Ryrie and Garden Sts, and Ormond Rd. The service was replaced by the East Geelong tram route in 1922.



Photo: State Library of Victoria.

I did some further research and the Geelong Heritage Centre supplied these contemporary photos



Four trams, trolley bus, drivers and officials await to leave the depot, c.1940. Photo: Geelong Heritage Centre Archives



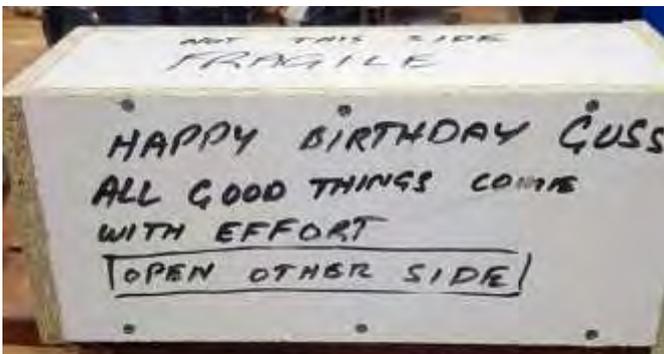
(L) Tramway bus no 2, registered 6764, outside the depot, c.1920. Photo: Geelong Heritage Centre Archives



(R) Tramway bus No 6765 at corner of Brougham and Yarra St, c.1920. Photo: Geelong Heritage Centre Archives

A Birthday Challenge

Vehicle compliance officer Gus turned 72 recently, so Past Pres John decided to fabricate a present. I know the wine is a tasty drop, but Gus was "presented" with a challenge getting at the red without causing any breakage. The wooden box was glued and screwed (and filled with sawdust to cushion the contents). Even after opening the box (and cleaning up the mess in the kitchen!) the bottle was still taped and super-glued shut. Hope Gus enjoyed his birthday - and the wine.



The good old days before all cars turned to being black, white or silver.

- Nick Neesen



PAUL - a true story

My Austin Healey Sprite had slightly wobbly wheels and shook at 60 MPH, so I contacted the people in Melbourne that straighten wobbly wheels.

When I got there, somewhere in the Dandenong hills, so far away that the moon is closer, (I can see the moon from my place), he said: "Ahh, we don't really re-roll them or anything, we just sort of panel beat them back into shape."

Not what I expected him to say and not what the office person said on the phone the week before.

So I took my wheels back home and put them on my 12 tonne press to straighten the actual rims up again without the tyres on, and then back on the car one at time, on the strongest part of the car, the front end. I have a Porta-Power and used that against the wheel and the chassis to push the remaining wobble out of each wheel. It worked a treat! Tyres refitted and balanced and it was like a new car at any speed now. Mind you, top speed is only around 85 miles per hour with a tail wind.

Next was my A40 wheels, after 70 years of road bumps and pot-holes, they were quite distorted.



This got me to thinking why don't I make a wheel straightening machine that can be carried around? This led to me making PAUL. Paul is an Austin A40 front stub axle that came from my other club, the Austin A40 Club of Australia, and is mounted on a frame, so that a Porta-Power can be used on any bench to push out the wheel wobbles.

I was able to successfully straighten all my wheels

and now I can straighten other A40 wheels in the club. Sometimes the tyres need to come off the rims for the job but usually not. When our club wheels are all done, Paul is going to be donated to the A40 club for use in their workshop called the "Chook Shed" in Sunshine. Although Paul can only do A40 wheel nut patterns, a new straightening machine can be easily made with any stub axle that is for your particular car.

This all cost me nothing but the time spent making Paul. And I saved \$80 per wheel if the Melbourne company had done the work (panel beating the wheel) for me. And it was a lot of fun as well. Go on; make something in your shed.

- Ray van Galen



Lights for the Dodge

What have I been doing during this terrible corona virus?

Attending the Ballarat swap meeting last February I obtained a nice pair of tail lights which I thought would look great on my Dodge instead of the motor bike lights. I set about making new brackets to mount the lights onto.

In the meantime I was getting plenty of exercise as the Dodge was in one garage and all my tools in another. It is amazing the tools you need for such a little job.

I also decided to change the indicators as well, as I have had a conversion kit for quite some years, so I thought I would fit them on also.

I am very pleased with the end result. This has kept me busy enough, so now it is on with the next job - they never seem to end.

- Graham Baldock

Keep Up the Good Work

Another great response to my call for Backfire stories! Thanks - we have another full newsletter with stories to spare

But don't desert me now! Keep sending in those interesting a varied items. Think about the headings I have suggested or invent your own.

Get in touch - 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 your 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 solation". 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 July *Backfire* is **5pm on Monday 29 June**, 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

I just had my physical. The doctor said:
"Don't eat anything fatty!"

I said: "Like bacon and burgers?"

He said: "No fatty, don't eat anything!"

No Mars Bar Competition

With the Mars Bar Competition in hibernation, why not use your period of enforced "social isolation" to rummage through the old photo box and send Ray a baby photo? That way he can be ahead of the game when we get back together.

Photos URGENTLY needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

email rbvangalen@gmail.com



WDHVC MEMBER PROFILE



Name?

Teena

Where were you born?

Swan Hill

Family?

Husband Damien, 3 sons, 2 granddaughters, 1 grandson

Number of years in the WDHVC?

5 years

Other interests?

Cooking & sewing

What was your first vehicle?

Mini

What vehicle would you love to own?

1957 Thunderbird with port hole

What vehicles do you have now?

1991 Ford Capri

Profession?

Wholesaler

Skills?

Cooking & sewing

What bugs you the most?

Having my photo taken

What makes you happy?

Entertaining & travelling

- Libby

FOR SALES, WANTED & CLUES

Wanted:

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)



Front Shockers

English type lever type front shock absorber for MGB, but same fitted to other English cars.

Call Dallas on 0432 172 171.

5/20

Exhaust pipe bending press, wanted to borrow or buy. Call Leigh on 0468 763 054. 3/20

FOR SALES, WANTED & CLUES

For Sale

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

Free to good home (or even a not so good home) Coopers 1 HP stationary engine with a blown camshaft. This is good for spare parts only, most parts are there and some are usable too, but does not come with steak knives. Ring Ray van Galen for pick up. 5278 9368 or 0411 954 865

Austin Loadstar drop side tray. 3 ton 6 cylinder petrol. Hardened valve seats, 4 speed on the floor crash box. Totally rebuilt in 2010. Tyres 80%. Extras: spare engine, spare parts, tow bar, hand winch, extra wipers, indicators plus original hands, 2 manuals. Reg 11585-H. Negotiable at \$15,000.
Call Roger 0409 020 021.

4/20



1996 Ford Capri Club Sprint. Soft top. Reg QAT-635, VIN 6FPAAAULAURT. Good top. \$2,400.
Call John 0448 123 544.

4/20

2013 Nissan X Trail. Small 2/4 wheel drive. Excellent condition. Reg 1KF 9QV. VIN JN1TANT31A0208446. \$10,000.
Call Ivan 0400 660 387.

3/20

Folding Trestle Tables Laminated chipboard tops
Approx. 3' X 6' (900mm X 1800mm). Good condition. \$10 ea. Call Jon 0417 311 441. 4/20

Clues:

Copying Service. Those wanting old movies, tapes, records or cassettes copied. \$10-\$15 ea.
Call 0417 430 263.

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.

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).

If undeliverable return to:

**WDHVC
PO Box 200
Newcomb VIC 3219**

Backfire

PRINT
POST

POSTAGE
PAID



1958 FC Holden wagon