

BACKFIRE



Volume 54 No 7 November 2020

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

November already? Well that means getting ready for the Bendigo Swap meeting: ah well, no it doesn't, at least not this year. So the annual pilgrimage is off for this year which is definitely no good for the restorers among us. The search for that part or trinket you so eagerly desire will have to wait as we slowly come out of this COVID mess and what has been a very, very unusual year. Fingers crossed that we will all be resuming regular programming by the time our swap comes about next year.

I hear that a number of our members fronted up in the same place (outside) at the same time last month. Well now, what a coincidence! Obviously all observed the maximum 10 person limit and 1.5M social distancing requirement. I hope you all enjoyed your coffee. Sorry I didn't happen to be there.

So successful was this coincidence that there is likely to be another such coincidence this month! Also as the ZOOM gatherings are gaining in popularity, here are another two for November:

ZOOM coffee meeting on Thursday 5 November at 10.30am.

Meeting ID: **99215093090** Access code: **419182**.

Whilst on ZOOM another **Tech Night is planned for Tuesday 24 November at 7.30pm.**

Meeting ID: **98206361910** Access code: **138379**.

Again with this one, bring something interesting to talk about that you can hold up to the camera.

Very little club news to talk about this month and for all the usual reasons; nothing much has been happening. We have some new members and the AGM is still on the back burner. We will be applying for another extension but if the opportunity arises due to a further reduction in restrictions on gathering sizes, we will give notice and hold our long awaited AGM.

Not a lot of progress with my project this month. I've been busy with other things so very little has progressed except for a little more filling and sanding. I have decided on a colour. Does that count as progress?

Thanks go to all you Backfire contributors, I know Jon appreciates getting the items from you as we enjoy the excellent piece of parchment he delivers to us each month.

All that is left is; get out in the shed, or perhaps out in that car, if restrictions permit. Stay well, stay safe.

- Dallas



**BREAKING NEWS... swimming
pools to re-open from the 4th
July, but due to continued
social distancing regulations
there will be no water in lanes
1, 3 and 5.....**



Gary's Giggles

Tall Tales from our Legendary Librarian

Guy feeling terrible and goes to the doctor. The doctor checks him over and says: 'Sorry, I have some bad news. You have Yellow 24, a really nasty virus. It's called Yellow 24 because it turns your blood yellow and you usually only have 24 hours to live. There's no known cure so just go home and enjoy your final precious moments on earth.'

So he trudges home to his wife and breaks the news. Distraught, she asks him to go to the bingo with her that evening as he's never been there with her before.

They arrive at the bingo and with his first card he gets four corners and wins \$35. Then, with the same card, he gets a line and wins \$320. Then he gets the full house and wins \$5000. Then the National Game comes up and he wins that too, getting \$780,000.

The bingo caller gets him up on stage and says: 'Son, I've been here 20 years and I've never seen anyone win four corners, a line, the full-house and the national game on the same card. You must be the luckiest bastard on Earth!'

'Lucky?' he screamed. 'Lucky? I'll have you know I've got Yellow 24'.

'Blow me down,' says the bingo caller. 'You've won the meat raffle as well !!!'

Air traffic control: "Flight 1234, for noise abatement, turn right 45°".

Pilot: "Roger, but we are at 35,000 feet. How much noise can we make up here?"

Air traffic control: "Have you ever heard the noise a 747 makes when it hits an Air Bus?"

Marriage is the triumph of imagination over intelligence. Second marriage is the triumph of hope over experience.

If you want your spouse to listen and pay strict attention to every word you say, talk in your sleep.

It's not true that married men live longer than single men. It only seems longer.

COMMITTEE MEETING

Main points from the Committee meeting held via Zoom on 20 October 2020.

- ◇ Noted VicRoads advice of changes to Club Permit Scheme (see detail in this *Backfire*).
- ◇ All British Display Day next year will be small, involving only the MG club due to Covid restrictions.
- ◇ Club now has 313 financial members.
- ◇ Further Zoom activities and low key, coffee in Teesdale planned (details in this *Backfire*).
- ◇ AGM discussion. Need 47 for a quorum. Agreed to apply for another extension of time. Agreed to canvas members' willingness to attend a Zoom AGM if necessary.
- ◇ Xmas party on 12th Dec to be cancelled. Other possible options depending on restrictions will be reviewed next meeting.
- ◇ D Perkins to attend next Federation Meeting (via zoom)
- ◇ Publishing a small death notice in the Geelong Advertiser now costs \$210. Motion passed that the Club no longer places a death notice in the paper on the passing of a member but instead will send flowers or similar to the member's family.

CORRESPONDENCE OCTOBER 2020 LETTERS IN

- ◇ Vic Roads - informing the club of changes to the club permit scheme
- ◇ The Gordon - receipt for payment for printing of the Backfire
- ◇ Bendigo Bank - cheque book
- ◇ Ray & Barb Van Galen - thanking the club for their thoughts on their recent illness

LETTERS OUT

- ◇ The family of Ken Blackney- a sympathy card on the passing of their father Ken
- ◇ Get well cards - Barry Collinson, Faye Guthrie, Ray & Barb Van Galen
- ◇ Welcome letters sent to new members approved at the last committee meeting - Colleen Marshallsea and Neil Grierson

EMAILS IN

- ◇ Federation agenda & invitation to delegates to the zoom meeting 31 October
- ◇ All British Display Day- this will be just a small display involving only the MG club due to Covid restrictions

EMAILS OUT

- ◇ Zoom meeting details sent to our delegate

- Fred Harris

Thank You Barry

The photo on the walls are an attractive part of the club room displays. They form an important visual record of club members and their cars, life members, officer bearers and the like.

For many years Barry Collinson has taken care of this photo display. This has included arranging for new photos to be found, framed and mounted, finding a spot for a new photo and removing old ones.

Barry has made this contribution to club life quietly and without any fuss, putting in many hours over the years to maintaining the collection. Now Barry has decided to relinquish this role, due to ill health.

On behalf of all members, the Committee wishes to record our thanks to Barry for a job well done. We sincerely appreciate his contribution and we also look forward to another club member volunteering to take on the role when we are again able to use the clubrooms.



Club Activities

Club activities remain severely curtailed, however several Zoom events are being trialled. The committee continues to monitor the situation.

Annual General Meeting

Members will be notified when further details about the AGM are available. Your current Committee will stay in office until an AGM can be held.

Red Plate registration renewals. Contact Gus Shea directly to arrange for your paperwork to be signed if it falls due in the coming months. Ph Gus on 0400 203 151.

Backfire

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

Website

Check it out the new items Gus has put on the website.

30 NOV - MONDAY DECEMBER
BACKFIRE DEADLINE By 5pm please.
Contact: Jon Breedveld 0417 311 441

Would You Attend an AGM on Zoom?

The Committee has asked Consumer Affairs Victoria for a further extension of time in which to hold our 2020 AGM. It has done this because we know that many members do not enjoy or feel comfortable using Zoom to take part in an electronic meeting. However current Covid restrictions mean that we cannot accommodate a quorum of members in person, in the clubrooms.

We currently have until November to hold our 2020 AGM and, if granted, a further extension is likely to give us until February 2021. Hopefully Covid restrictions will have eased sufficiently to enable a face-to-face meeting to be held by then.

HOWEVER – if we are required to hold an AGM soon, the Committee wants to gauge how many members would be prepared to attend on Zoom. A quorum for a Zoom AGM would be 47 people.

The meeting would be short, with the agenda likely to be limited to:

1. Approval of Minutes of 2019 AGM
2. Brief President's & Secretary's Reports
3. Presentation of the Annual Balance Sheet and Statement of Accounts for the 2019/2020 Financial Year
4. Election of an Auditor
5. Confirming the Committee membership. (As nominations for the Executive and General Committee positions do not exceed positions available, no voting will be necessary.)

An agenda would be distributed to members via email before the meeting.

Holding a Zoom AGM will meet the requirements of the legislation and enable the Club to complete and lodge the necessary 2020 paperwork with Consumer Affairs Victoria.

If you are able to attend a Zoom AGM, could you please email

editor@wdhvcgeelong.com

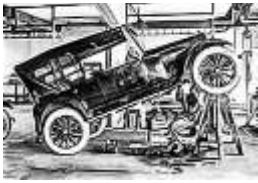
including YOUR NAME by Sunday 7 November please?

While we hope it will not be necessary to meet electronically, it is important that we are prepared to meet our legal responsibilities if required.

Quotes About Cars

You know you are drunk if you swerve to miss a tree then realise it is the air freshener hanging from your mirror.

It's always awesome when my blinker matches the beat of the song on the radio.



Stories From the Shed

My 1929 Riley Nine



I was always very taken with the Riley Nine Tourer which another of our club members, Keith Harris, had (and still has). Anyway he decided the door handles were looking a bit sad so he replaced them with solid chrome jobs. He gave me the old ones. Where the plating had worn off it still had the inlay, so I decided to make a similar car myself, starting with the three door handles (three doors).

I built the body frame and door frames from F 17 hardwood from the local timber yard (using Keith's car has a pattern). The cladding is vinyl, suitably padded here and there and it came up all right, so I didn't have to burn it after all.

The chassis, brakes, springs etc were found and reconditioned. To make the mudguards and bonnet, I enrolled in night school at Noble Park Tech and really enjoyed working with the wheeling machine, metal shaping, folding and welding. The air vents in the bonnet were cut with a cold chisel and shaped. The painting was done at home with a vacuum cleaner paint gun. Mechanical work to the engine, clutch, gearbox and differential was straightforward (but with a higher differential ratio for Australian conditions).

Then came all the small jobs, find and restore the instruments and panel, horn, lamps, including turning lamps (I had given up on hand signals), hood and frame, side curtains and frames, windscreen et cetera, et cetera.

The car will run beautifully at about 80 to 90 km/h. But the funny thing is that the speed limit at our place on the Great Ocean Road is 80 km/h, and that represents 90 years of progress!

We have travelled to the Gold Coast many times, crossed the Nullarbor three times, have been to Ayres Rock and Alice Springs and had many trips in New South Wales and Victoria. Unfortunately my licence has been suspended due to allegedly poor health so now you won't see the Riley very often.

- Frank McKenzie



Photo - with the grandchildren on board.

The Riley Nine was one of the most successful light sporting cars produced by the British motor industry in the inter war period. It was made by the Riley Company of Coventry, England with a wide range of body styles between 1926 and 1938.

Engine

The 1,087 cc four-cylinder engine had hemispherical combustion chambers with the valves inclined at 45 degrees in a crossflow head. To save the expense and complication of overhead camshafts, the valves were operated by two camshafts mounted high in the crankcase through short pushrods and rockers. The engine was mounted in the chassis by a rubber bushed bar that ran through the block with a further mount at the rear of the gearbox. Drive was to the rear wheels through a torque tube and spiral bevel live rear axle mounted on semi elliptic springs.

Initially produced with a cone clutch drive train, it quickly evolved to have a plate clutch driving through a Silent Third gearbox, then all helical dog change box to an ENV pre-selecta epicyclic gearbox. The engine gradually became stronger, gaining extra webs and internal oil feed to the rockers. The final iteration in the Merlin series gained a single plunger oil pump, replacing the double plunger, and an oil filter amongst many other updates.



Stories From the Shed

My 1929 Riley Nine



(Ctd)

Bodies

At launch in July 1926 two body styles were available, a fabric bodied saloon called the Monaco at £285 and a fabric four-seat tourer for £235. The saloon could reach 60 mph (97 km/h) and give 40 mpg imp (7.1 L/100 km; 33 mpg US). Very quickly a further two bodies were offered, the San Remo, an artillery wheeled basic saloon and a two-seater plus dickie open tourer. There was also the option of steel panelling rather than fabric for the four-seater tourer.

The thirties saw further models introduced, 1933 being particularly busy, with the 2 door Lynx, Kestrel, and Falcon all appearing. With each year customers' demands for more refinement saw the cars become heavier so that by 1934 the Monaco and Kestrel were of all aluminium coachbuilt construction. The Lynx gained 4 doors and lost the disappearing hood.

The Riley Imp, a sports version, was produced in 1933-1935, and gained quite a reputation, in particular after success in the Ulster Rally, thereafter being known as the Riley Ulster Imp.

Revisions

After the car's 1926 launch, Mark 1 production started in 1927 at Percy's engine factory, due to some resistance in the main works to the new design. It was such a critically acclaimed success that after fewer than a thousand cars had been produced the works quickly shut down side-valve production and tooled up for the new Nine in early 1928.

This switch to the main factory coincided with several modernisations of the Mark 1 - the cone clutch was dropped, the gear lever and handbrake were moved from the right to the centre of the car and a Riley steering box was adopted, thus making the car the Mark II. The Mark III was a gentle update of the II at the end of 1928, evolving stronger wheels and a different arrangement of rods to the rear brakes.

The Mark IV was a thorough re working of the Nine. Heavier Riley-made 6-stud hubs and axles replaced the bought-in five-stud items. A new cable braking system was introduced with larger drums. The range of bodies was further extended in 1929 with the Biarritz saloon which was a de-luxe version of the Monaco. The improved brakes were fitted using the Riley continuous cable system and if the cable stretched it could be adjusted from the driver's seat.

The Plus series saw the fuel tank moved to the rear of the chassis and an Autovac adopted, whilst the Plus Ultra adopted a new chassis that dropped between the axles, lowering the car.

More body variants were added over the next few years and in 1934 a Preselector gearbox was offered for £27 extra. The range was slimmed down in 1935 to the Monaco saloon, Kestrel streamlined saloon and Lynx four-seat tourer as the works started gearing up for production of the new 12 hp model.

- Wikipedia

NON Events Calendar

November Zoom Tech Night

Tues 24 Nov at 7.30pm. Click on this link to join this meeting in November.

<https://gordontafe-edu-au.zoom.us/j/98206361910?pwd=WjFMWVJEak5TWTV0N1NXUGIWOEVQdz09>

If that doesn't work then the Meeting ID is 982 0636 1910. Passcode: 138379.

Morning Coffees

Following the success of the informal gathering(s) of 10 people at the coffee van in Drysdale this month, two further Coffee Mornings are planned.

November Zoom Morning Coffee

10.30am Thurs 5 November
Click on this link to join this coffee morning in November.

<https://gordontafe-edu-au.zoom.us/j/99215093090?pwd=a3o0K0I3SGFxEWFmZhyWFcrVkdiQT09>

If that doesn't work then the Meeting ID is 992 1509 3090 Passcode: 419182

November Morning Coffee Run.

Thursday, 12 November at Turtle Bend Reserve in Teesdale at 10.30am. BYO coffee etc or buy a coffee and cake from the Teesdale Store, just 300 metres from Turtle Bend. Directions are: 200m past the Teesdale store, go over the bridge and turn right into Pantics Rd, then immediately veer right into the car park.

Please wear your masks, observe distancing rules and form separate groups of no more than 10 people upon arrival.

Enquiries: Rod Booley 0417 021 982.

NON RALLIES & RUNS

Coincidental Coffee

Members caught up informally for a coffee at the coffee van at the Drysdale Railway Station last month. They took advantage of the fine weather and open parkland to spread themselves about and talk in small groups. Several took the opportunity to take their special vehicles for a local outing as part of the exercise. Those who attended enjoyed the chance to catch up while maintaining social distancing .



Robin & Pat Evans' 1927 Nash

We bought the 1927 Nash just over 10 years ago in Brisbane. The seller was a young mechanic who inherited the car from his father. The young bloke said he worked out how to work the levers on the steering wheel to start and run the motor while he drove it round the block, then if he left them in a certain position no one could steal the car. He said he was selling the car to buy a house. We got it picked up by a tilt tray and taken to the Toowoomba Car Cub, where an old army mate of mine was a member.

My friend, a retired mechanic, noticed a watery oil slick on the tilt tray as the Nash was unloaded. We flew up to join in a big vintage car club rally with all southern Qld clubs coming to Toowoomba for the Queen's Birthday weekend. We planned to drive our new treasure to all the organised events and then drive it home. How lucky to be involved in all this!

On our arrival Jeff told us there was water in the sump and he couldn't work out how it got there. The Nash was in the club's workshop sitting on the four post hoist. Also in the workshop were arc, oxy, mig and tig a lathe and a room for members who didn't have room at home to restore a car. They had a very large club room for functions and smaller room for meetings next to the kitchen. All this was on a large industrial block with plenty of parking, in an

industrial estate and all paid for by their annual swap. In the trailer shed was a tandem car-carrying trailer for members to borrow.

Jeff pointed out that the levers on the steering wheel did nothing, the linkages had been removed at the bottom of the steering column and the car had a vacuum advance distributor fitted.

We flushed the sump out and replaced oil and filter. We checked other vitals and spent ages trying to get grease in its 100 neglected grease nipples. Things below the body hadn't been restored. After three days I was able to have a drive around town the day before the big rally. I fuelled it up and went to pick up Pat and take her for a spin in our new magic machine. I was surprised how it was revving hard at 40 mph. Then I remembered Ray Matthews saying his 1925 Nash was happy at 38mph. Pat and I drove to a lookout for lunch then back to a caravan park cabin. Later that day I thought I should check the water, ready for the next morning. Oh, that was a surprise - the water was

low. Then I checked the oil and it was high! Nash, in their touch of luxury had no messy dipstick. They had a float to tell the oil level with an indicator on the side of the engine block.

The big fault with this design was that the hapless owner can't see the colour of the oil on a dip stick. So all our plans went down the gurgler. We couldn't use the car for the 3-day event and we couldn't drive it home. But we joined in with no car - we rode in style in other club members' cars and attended all the functions, met lots of nice people and had a wonderful time. We organised a car transport company to carry the Nash home while we flew.

A previous owner, before the young man I bought the car from, had a cheque book restoration done. When they rebuilt the engine they modified the



Three likely lads inspect the Nash at the Drysdale coffee stop.

good old trouble free stuffing box bearing on the water pump. The water pump is not a belt drive: it is fixed to the end of the cam shaft. They fitted a modern mechanical seal where the shaft enters the water pump housing, but because they had taken away the bearing, the shaft could wobble around which ruined the new seal in short time. Because they had no slinger on the shaft, the water seeping out of the pump followed the shaft along and into the sump.

When we got the car home we fitted a bearing and seal in the pump and put a slinger on the shaft. Some of the engineering was beyond me so Ray Matthews took the pump into his work shop and out it came, modified again.

The Nash was a bit neglected until our club's 50th birthday was looming. I made an effort to get it going. Graeme Paech called in one day and with his help the Nash was running.

(Ctd Page 10)

1922 'MOTOR CAR SMASHES.',
The Register (Adelaide, SA : 1901 - 1929), 5 June

MOTOR CAR SMASHES.

Serious Collision at South Terrace.

A serious collision, in which. Mr. and Mrs. Albert Pearce, of Glenelg, were injured just as they were about to cross the car line at the intersection of South Terrace and Hanson Street, Adelaide, in their motor car, occurred at about 3 o'clock on Sunday, afternoon.

Both are now in the Adelaide Hospital. Mr. and Mrs. Pearce, who lives at 23 Smith Terrace, Glenelg, retired recently after a long period of farming life at Kadina. They are suffering from injuries to the head and severe shock. Mr. Pearce's injuries consist of a fractured rib on the left side, wound on the right side of the forehead, and abrasions on face. One stitch was inserted in a small wound on the right temple.

Mrs. Pearce has a fractured left forearm and abrasions. For a time she was unconscious. It was singularly unfortunate that she should have met with the accident, as she was being brought home from Miss Lawrence's hospital after an illness.

Mrs. E. V. Rodda, who was a friend and neighbour of Mrs. Pearce's at Kadina, was in the tram which collided with the motor car, and she took charge of her friend.

It appears that Mr. Pearce was driving his car along South Terrace in a westerly direction, and the side curtains were up. At this moment some cattle were in the vicinity of the intersection of the terrace and Hanson Street. Mr. Pearce observed a tram car coming along the Unley road towards the city, and took precautions. In avoiding the animals he expected to have had time to make the crossing before the tram, and took the chance.

The tram, however, was too close, although Motorman W. Bowley applied the brakes. The rails were slippery, and the tram dashed into the car side on, knocking it up against a standard in the middle of the two lines, just near to the stopping place at the intersection.

The motor was almost doubled up, and turned completely on to the opposite side of the road, throwing the occupants through the windscreen on to the road. The car, which is a four-cylinder Overland fitted with the latest appliances, and valued at nearly £400, is damaged probably beyond repair, except for the engine.

At a late hour on Sunday evening it was reported that Mr. and Mrs. Pearce were in about the same condition as when admitted.

*-reprinted from the Oct Overland News
Contributed by Lachie Jackson*



The Nash Story ctd

(from Page 9)

Not for long - a couple of days later the motor seized. A hammer head valve had dropped off and graunched a piston, which distorted and cracked a cylinder, which poured water into the sump. I say hammer head valve because they are the most unlikely looking 10mm thick valve heads. The cheque book restoration had caused some unusual outcomes.

My passion was to have the car go a bit faster, maybe 85kmh instead of 70, with power to tow a vintage caravan, 12 volts for the caravan and electric brakes, which would be necessary with a vintage car.

The Historic Ambulance Association in Melbourne has the same 1927 Nash ambulance with a Holden red motor with T bar auto because they can't get parts for the Nash motor. That set up looks silly. I spoke to a car modifying engineer in Melbourne and he said the most lookalike motor to the Nash 6 cylinder overhead valve was the Chev Blue Flame, and dimensions were very similar. So that's what we went for. I found a motor hooked up to a 4 speed overdrive box and got the motor rebuilt. I took the Nash on a trailer and the motor in the ute to a vintage car workshop in Maldon and got them to fit it, so engine and gear box mounts were all correct. Radiator, floor, firewall tail shaft, pedals gear shift were all sound. Now the car has red plates and is performing well and is comfortable to drive and ride in. At last!

- Robin Evans



Changes to Club Permit Scheme

In September Club Permit Officer, Gus Shea, reported on a Department of Transport discussion paper that proposed changes to the Club Permit ("Red Plate") Scheme. The VicRoads brochure below summarises the changes that were implemented early in October, as a result of this process.

Recent changes to the Club Permit Scheme

October 2020

The Road Safety (Vehicles) Regulations 2009 will be replaced by the Road Safety (Vehicles) Interim Regulations 2020, which will take effect from 4 October 2020.

The new Regulations include the following changes that apply to the Club Permit Scheme.

Use of Club Permit vehicles

The vehicle operated under the Club Permit must not be used for hire or reward for the carriage of goods or freight or to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Club conditions

VicRoads may, from time to time, vary or remove a condition that an approved vehicle club must comply with. Internal review rights apply.

Club Permit number plates

When applying for a Club Permit, the applicant will now be required to pay a fee for the issue of standard Club Permit number plates (\$38 for two number plates, or \$19 for one number plate).

Requirements of club membership

To be eligible for a Club Permit, the club member will no longer need to be a 'financial' member of an approved club; they will simply need to be a 'member' of an approved club.

Obligations of Club Permit holders

A Club Permit holder must notify VicRoads within 14 days after a change in vehicle details or modification of the Club Permit vehicle.

New permanent or temporary operating conditions

VicRoads can now impose, vary or remove permanent or temporary operating conditions on a Club Permit if the vehicle does not meet the standards for registration. Internal review rights apply. For example, a vehicle with non-compliant headlights may have a condition of no driving at night.

The permit holder will be notified and sent a *Certificate of approved operations* if this occurs.

A Club Permit holder must not use a Club Permit vehicle to which a temporary or permanent condition has been applied without carrying the *Certificate of approved operations* in the vehicle.

Reassignment of a Club Permit

A Club Permit can be re-assigned to the surviving spouse/domestic partner when the permit holder is deceased. The surviving spouse/domestic partner of the deceased will also need to be a member of an approved club. An application must be made by the authorised representative within 90 days after becoming the authorised representative.

For more information visit vicroads.vic.gov.au

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

- by Frank Rodwell OBE* (*over bloody eighty)

FIRST TRAFFIC LIGHTS ANYWHERE

The first devices to control traffic were in London, outside the Houses of Parliament, in 1868. They were similar to the swinging arms of railway signals and were manually operated to provide order to the abundance of horse-drawn vehicles. At night they were back-lit with red and green lamps as per the rail signals.

FIRST TRAFFIC LIGHTS IN AUSTRALIA

1927 King William, Hindley and Rundle Sts, Adelaide.
1928 Swanson and Collins Streets, Melbourne.
1933 Market and York Sts, Sydney.
1936 Queen St, Brisbane.
1953 Railway & Southerland Sts, West Perth.
1965 Northbourne Av & London Cct; and Northbourne Av & Cooyong St, Canberra.
- supplied by Fred Harris

FIRST TRAFFIC LIGHTS IN GEELONG ?

Neon bar traffic lights were installed in Geelong in the 1930's. They were designed by Geelong City Council traffic engineer, Ian McDonald. They contained multiple horizontal illuminated tubes (either red or green) which would progressively extinguish as the timing system operated until the last one went out. Then a complete new colour set (red or green) would illuminate. - Ed



This is the final part of the story of an epic world journey by three men in a Hupmobile over 100 years ago! (Contributed by Simon Anderson. Reprinted with permission.) - Ed

Hupp Herald Fall / Winter 2019

INDIA, EUROPE & HOME



LEAVING FROM HONG KONG



HUPP AGENCY, SINGAPORE



ATTRACTING CROWDS IN CALCUTTA



ALONG THE APPIAN WAY



TOURING FLORENCE, ITALY



BATTLING SNOW IN NEW YORK STATE



WORLD TRAVELERS AT FINISH



DETROIT—15 MONTHS LATER

The Fall of 1911 was spent touring Europe. After arriving via ship at Rome, the three Hupmobilsts were presented to Pope Leo at the Vatican, who was very interested in both the crew and the Hupmobile. Then off through Italy, stopping at Naples and Pisa, up through Germany to Bremen, down to Monte Carlo and finally Paris, where the crew saw their first automobiles in great numbers since leaving the States. Many Hupmobiles were present on the Paris streets, amazing considering at the time Hupp was an exceedingly minor American motorcar. At Calais the crew departed the Continent and sailed for England and the British Isles, where stops were made in Liverpool, London, Belfast and Dublin. Finally the weary travelers set out across the Atlantic, arriving in New York on January 5, 1912.

There the hearty little car was displayed at the Hupp exhibit at the New York Automobile Show, but Detroit was still the goal. On January 14, Hanlon, Drake, Jones and the Model 20 (rickshaw axle and all) set off for the Motor City via Canada.

By now the crew were experienced with all kinds of roads, weather and other hazards to the unprepared motorist. They had travelled the world, to countries that had not yet seen a car. So where do you think they had the toughest going? Japan? Malaya? Egypt? No. The hardest part of the whole trip was the route across upper New York State and across Canada to Windsor, Ontario (across from Detroit). Between Niagra Falls, New York and Essex, Ontario, the crew had to battle snow and blizzard conditions with five-foot drifts and zero-degree temperatures for seven days and nights. The roads were unrecognizable except for the fences alongside and Hanlon and the others had to

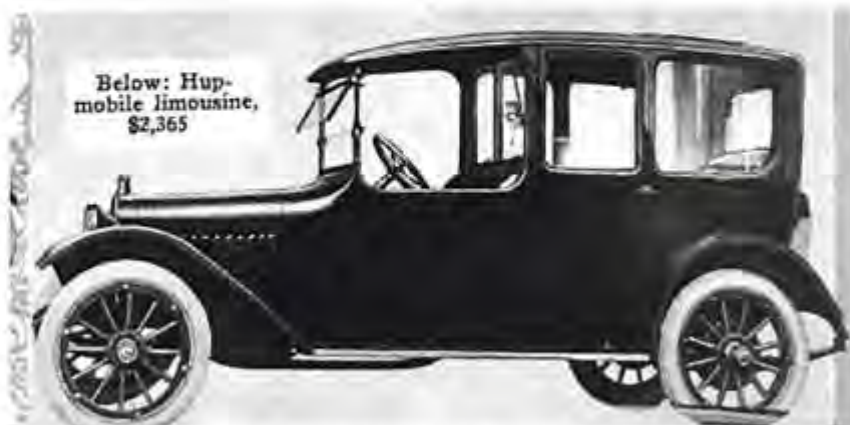
shovel their way through hundreds of miles, all while being so wrapped in furs that only their noses and eyes were visible. Often they had to tear down fences and drive across fields. But the Model 20 didn't seem to mind at all and finally arrived at the Windsor ferry dock, directly across from Detroit. Waiting for Hanlon was his wife and three year old son whom he had not seen in 15 months. Little Wilfred was at first frightened at the figure swathed in furs, but when Hanlon pulled off his helmet Wilfred gave a great cry and sprang into his father's arms.

On January 24, 1912, a weary but triumphant car and crew arrived at the foot of Woodward Avenue, Detroit, where they were welcomed by company officers and employees and an escort of 30 Hupmobiles. Mayor William Thompson spoke to the gathered crowd and received from Drake the little American Flag which former Mayor Breitmeyer had given the crew to carry with them around the world. Then, with banners flying and the band playing – what else – "Home Sweet Home", the dirty mud-splattered Model 20, covered with stickers and slogans from all over the world, led the parade up Woodward to the Cadillac Square departure point where the whole adventure had begun 15 months before. Hupmobile had indeed proved itself worthy!

All in all, the little Hupp traveled over 48,600 miles by land and additional 28,000 miles by water, a total distance of over 3 times around the globe! In doing so the crew visited 26 countries, 14 of which had never seen an automobile. The Model 20 suffered no major mechanical breakdowns and only one serious accident – the broken axle in Japan. And get this – the car only used six tires. And got 28 miles to the gallon overall! Yes, it's true – "Hupp Always Built a Good Car"!

So if any of your antique car friends ever kid you about owning a Hupmobile, you just tell them about this little trip nearly 110 years ago. And you Model 20 owners – when the Hupmobile Club has a National Meet, don't tell us you can't make it because you live in Miami or Maine or something. After all, if Hanlon, Drake and Jones could drive around the world, you can certainly manage it across the country, what with road maps, service stations, etc. And don't tell us the car can't make it. Every Club member knows better.

Many thanks to Mrs. Donald Jeffrey who supplied the photos used in this story. You see, it was her father – Tom Hanlon – who drove the record-making Hupmobile!



1916 Hupmobile Type Limousine

Letter to the Editor

"The Train Will Never Stop"



Hello Jon,

What a great job you and crew are doing with the "Backfire " reaching out to other clubs through email during these tough times. Well done.

Alan from the North Central Car Club put my weights up, so I have a story about his life with the boys we can share.

I was born in St. Arnaud and lived there for 23 childhood years: the town is still dear to me. The main drain in the town goes from one end to the other and all back yards of properties backed onto it. It was three metres wide and two and half metres deep, concrete all the way. After school and weekends gave us entertainment all the time. We would go down there and pinch apples, oranges, etc. all green, but they all tasted okay.

Because the town had no sewerage, the old "thunderbox" sat out in the middle of the back yard. It had a trapdoor at the back to allow the can to be taken out and put back.

Alan was with us this day. We had our shirts full of green apples when we spotted an old bloke going to the toilet. We told Alan to go up to the toilet with this branch, lift the trap door and tickle his bum. As Alan got to the trap door we pelted him and the toilet with the green apples. Out came the old bloke with his daks around his knees. Alan took off like a rocket: ran down that drain like Forest Gump. We didn't see him for about a fortnight, but he certainly gave us a great laugh,

Great Memories,

Bombhead,

(Ken Shepherd, Moriac)

"The train will never stop."



Ian Thomas' Mystery Car

In a recent group email I included a photo of a mystery car in the Pentland Hills, which Ian Thomas had asked to be identified.

Leigh Dwyer came straight back with the answer – a Buick, probably around 1918/1919.

Well done Leigh (no Mars Bar I'm afraid!)

Letter to the Editor

Re: 1948 Sunbeam Talbot



Hello Jon,

You and fellow members may find this little story interesting.

June 1971 – I saw this car in an open yard behind a house, just east of the fuel station in Laverton (the car was black at that time). I enquired if I would be able to have a close look at it, as the rear was jacked up. Upon close inspection, I observed the rear axles and differential had been removed and were on the grass/dirt adjacent to the car. The rest of the car was in reasonable condition.

Next I enquired if it was for sale and a price agreed. I returned with a tandem trailer & tools and reassembled it sufficiently to get it on the trailer – I did it alone and got it on the trailer by pushing and shoving!!! At the time, I was restoring a Sunbeam Talbot Mk2 A and wanted some bits (nothing compatible).

Once home, I asked my brother Ray, to come over and assist me to get it off the trailer. When he saw it he said: "This is too good to wreck". I said: "Do you want it?" His answer: "Yes", so and I gave it to him. Next – unload it at his place. Reassemble the rear axle correctly as well as some other work.

Soon we repainted it black. Later, he sold it to Ken (Blackney), who restored it to its present colour and condition. It was one of two Sunbeam Talbots used as wedding cars for one of my brother's daughters. The other was a 1939 Sunbeam Talbot 4.0 litre owned by Mr Alan Glover. (This car is now in the UK and was used in a Father Brown episode.)

Ken was a very lovely man.

Regards,

Kevin Wilby

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

All contributions welcome!



FOR SALES, WANTED & CLUES

For Sale:

1948 Sunbeam Talbot 90 Saloon

Engine / Chassis
3801127RSO.
Fully restored. Stored in
garage and covered. On club
plates.
\$10,000 ONO. Call John
Blackney on 0418 636 654.



1960s Sunbeam Rapier

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



1963 Sunbeam Alpine Convertible Series 3

Rego 82519H (Chassis number B 9202074 RRO.)
Always garaged with a
cover. Paint done in
2-pack - okay but not a
perfect job. Small crack
low on the right
fender. Engine runs
well. New thermo fan kit
included. Interior good. Floor pan replaced during
restoration.
In the family for about 15 years. From a farm near
Geelong. \$24,500 ONO.



Call John Blackney on 0418 636 654. **11/20**

Magazines *American Road & Track*, 1963-90.

About 130. \$100 ONO.
Call John 0429 431 829 / 5263 1434. **10/20**

Wanted:

Wanted to buy - an old-fashioned vertical
handbrake lever. I want to fit it to a vintage
caravan so it doesn't matter what it's from.
Call Robin 0408 538 639. **11/20**

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

FOR SALES, WANTED & CLUES

Clues:

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



Clues:

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

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

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

Proceeds to charity.

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

For sale/wanted ads are free to Members and appear
for **two issues** of *Backfire*. To remove advertisements
from the [newsletter](#) earlier ,email
editor@wdhvcgeelong.com (Ph 0417 311 441).

Reminder: All vehicles in the "For Sales" must have
VIN number & Price or Registration Number & Price,
otherwise they will be listed under "Clues". Ads for the
'Clues' section must not refer to any payment that
may take place by mentioning an amount or
'best offer', etc.

All ads for cars also appear on the **club web site** where
greater detail and photos (where supplied) can be
viewed. To see ads, go to
<http://www.wdhvcgeelong.com/wdsale.html>

**All ads remain on the website until you request
their removal.** To remove an ad from the
[website](#), email webmaster@wdhvcgeelong.com (Ph
0418 587 415).

It may take a village to raise a child, but it's
going to take a whole vineyard to home-school one!

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.

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Backfire

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1939 Daimler Benz Type 230