

BACKFIRE



Volume 55 No 6 October 2021

PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com



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



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

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The President's Idle Chatter

Hi all

As post lockdown plans start to unfold, it seems that it is still going to be some weeks before we can look at getting back into club events. It is likely to initially be in the form of coffee runs and picnic type outings so stay tuned for developments. I am sure, like me, there are a lot of members looking forward to a few outings.

Hopefully everyone has been able to keep busy and find useful activities at home or out in the shed.

I came across a great idea for fixing oil leaks on rear axles on old tractors. I have a 1954 grey Fergy that has a fairly common problem with very old seals where oil in the rear axle leaks past the oil seal and into the brakes. Getting oil on the brake shoes makes them completely useless not to mention the risks of not having brakes that work properly.

Normally replacing the seal is a major task involving removal of the axle and then taking the axle to a specialist who can remove the heat shrunk on collar and then pressing the bearing off to then access the seal. After a new seal is fitted the bearing (preferably a new one) has to be pressed on and then a new collar heat shrunk on.

Now you can buy a new seal that fits into the inside of the bearing. This means the old seal,

bearing and collar can be left in place and the new "sure seal" fitted. It does require the bearing to be greased as it now is on the outside of the axle oil but I guess this is no different to most front wheel bearings.

What it does mean is that a home handyman can now fix the oil leak without special tools and equipment. I found this on the Bundy Bears Shed website. Lance is the man who chats away and is very easy to understand and quite entertaining.

Below is a photo showing the new seal going into position.

- David Mitchell



VALE - TINEKE HARTY

7/7/1947 - 30/8/2021



We were saddened to learn of the passing of Tineke Harty. Tineke was born in Holland and the family moved to Australia when she was five. Bill and Tineke met as teenagers and married in 1966, culminating in a very happy marriage of 55 years.

In April 2000 they, along with 30 other WDHVC members, embarked on the "long distance" rally to Europe, organised by Ken Batson. During the trip, Tineke was able to visit her birthplace.

Over the years, Bill and Tineke have had several historic cars, always cleaned and polished to perfection.

Tineke was renowned for her hospitality and cooking skills, and these were very adequately demonstrated when they hosted a tinker day at their then Leopold home, a couple of years ago.

Tineke was truly a "special" lady to all who knew her, and we extend our deepest sympathy to Bill, daughters Charmaine and Fiona, and the extended family that she loved so dearly.

- Trevor Schneider

Bill Harty has asked that we pass on his personal thanks to the many members who have contacted him, for their kind thoughts and wishes. - Ed.

INCOMPLETE CLUB PERMIT APPLICATIONS

The following information does not affect WDHVC, which has a process for dealing with Club Permit applications and renewals that meets VicRoads requirements.

However it appears that VicRoads is closely monitoring instances where this does not occur - hence this recent letter to Federation. - Ed

INCOMPLETE CLUB PERMIT APPLICATIONS

VicRoads has been receiving an increased number of application for club permits for which the Club permit application or Vehicle eligibility and standards declaration for Club Permit vehicles form was signed by the appropriate club official but the permit applicant or vehicle details sections of the form were not completed. Because the form was not completed, VicRoads was unable to complete the club permit transaction.

It is of concern to VicRoads that club officials are signing applications or eligibility declarations that are incomplete and handing them back to permit applicants. Not only does this place clubs at considerable risk as incorrect or false details could be added after signature, but it also creates concern about the club's processes and the ability of the club to uphold the integrity of the club permit scheme.

VicRoads is monitoring the submission of incomplete forms and should clubs continue to provide applications or forms that are signed but without all details being completed, the approval of clubs to participate in the club permit scheme may be revoked.

I trust clubs will ensure no further applications or forms are provided to members for submission to VicRoads without all details being completed.

John Lewis

Principal Practice Advisor – Registration and Licensing



Quotes About Life

Last week, I stated this woman was the ugliest woman I had ever seen. I have since been visited by her sister, and now wish to withdraw that statement. ~ Mark Twain

Santa Claus has the right idea. Visit people only once a year. ~ Victor Borge

I have never hated a man enough to give his diamonds back. ~ Zsa Zsa Gabor

Minor Changes Affecting Permit Scheme

VicRoads Announcement on Club Permits

UPDATE - September 10

The Victorian Government has confirmed today that the eligibility criteria for the Club Permit scheme will remain at 25 years or older.

Earlier this year the State Government proposed changing the rule to a 30 years or older minimum to bring Victoria into line with other states using similar heritage registration/permit systems.

However, Ben Carroll, Minister for Roads and Road Safety confirmed in a public notice that the 25 year rule would remain in place.

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Notices

Public Notices

**NOTICE OF DECISION
Road Safety (Vehicles) Regulations 2021**

I, Ben Carroll, Minister for Roads and Road Safety and Minister responsible for administering the *Road Safety Act 1986*, give notice in accordance with section 12 of the *Subordinate Legislation Act 1994* of my decision to make the proposed *Road Safety (Vehicles) Regulations 2021* (the proposed Regulations).

A regulatory impact statement in relation to the proposed Regulations was made available for public comment from 11 June 2021 until 8 July 2021. The Department of Transport received 1060 submissions.

After consideration of the submissions in accordance with section 11 of the *Subordinate Legislation Act 1994*, I have decided to proceed with the making of the proposed Regulations with the following amendments:

- Maintaining the eligibility for club permit registration at 25 years (there was consideration of increasing the eligibility to 30 years).
- Reinserting regulations relating to the Hazardous Area Authority. These requirements are to remain in the proposed Regulations until corresponding amendments are to be made to the *Bus Safety Regulations 2020*.
- Amendment of penalty amounts for certain offences under the proposed Regulations.
- Other minor, miscellaneous, and technical amendments.

The following regulatory requirements have also been omitted from the proposed Regulations. However, I intend to implement these reforms through amendments to the proposed Regulations after the proposed Regulations commence:

- Regulations which would have required vehicles over 15 years of age to be recorded on the written-off vehicles register when classified as a statutory write-off or a repairable write-off.
- Requiring light vehicles or light trailers with a fixed gas fitting to present a gas certificate or gas compliance plate at the time of registration of that vehicle or trailer.
- Amendment of the eligibility for registration concession by charitable or benevolent organisations.

Dated 8 September 2021

THE HON. BEN CARROLL MP
Minister for Roads and Road Safety

VICTORIA State Government | Department of Transport

COMMITTEE MEETING

Main points from the Committee meeting held on 21 September 2021.

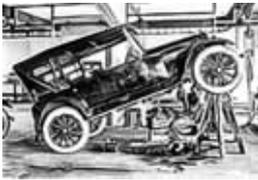
- ◇ MG Car Club thanking WDHVC for its support of funding for new facilities. Extending invitation for President to attend opening on Oct 31.
- ◇ Austin 7 Car Club confirming timing for visit - 2- 2.30pm on Oct 31 (subject to Covid rules)
- ◇ VicRoads Permit Scheme update: noting letter about some issues with permit applications.
- ◇ Noting that the stamp the WDHVC uses assists greatly in showing the legitimacy when signing off on club permits
- ◇ VicRoads review has decided that the age limit to qualify for red plates is staying at 25yrs old
- ◇ No rallies over the past month. Future rallies tentative as restrictions are unknown. Once meetings outdoors are allowed again the club will try to host some suitable events ASAP
- ◇ Federation
 - Nothing to report
- ◇ Filled out permit papers can be posted to Gus during the lockdown (enclosing stamped, self-addressed envelope).
- ◇ D Jones suggested if this lockdown remains perhaps the club could host some Zoom activities.

- James Park

(No September General Meeting was held, due to Covid restrictions. - Ed)



"Craneway in new 6-storey building, showing loading platforms." Postcards showing the Ford plant in 1917.



Stories From the Shed

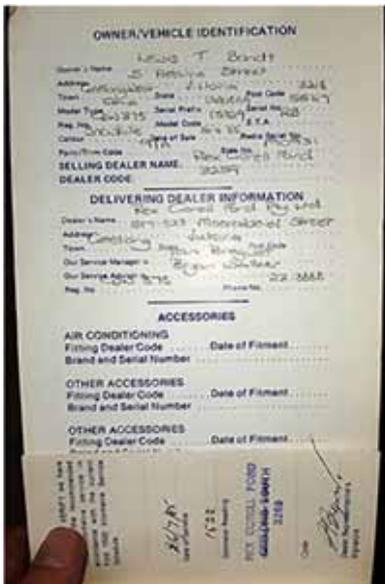
What Do You Get When You Add 27 to 50?



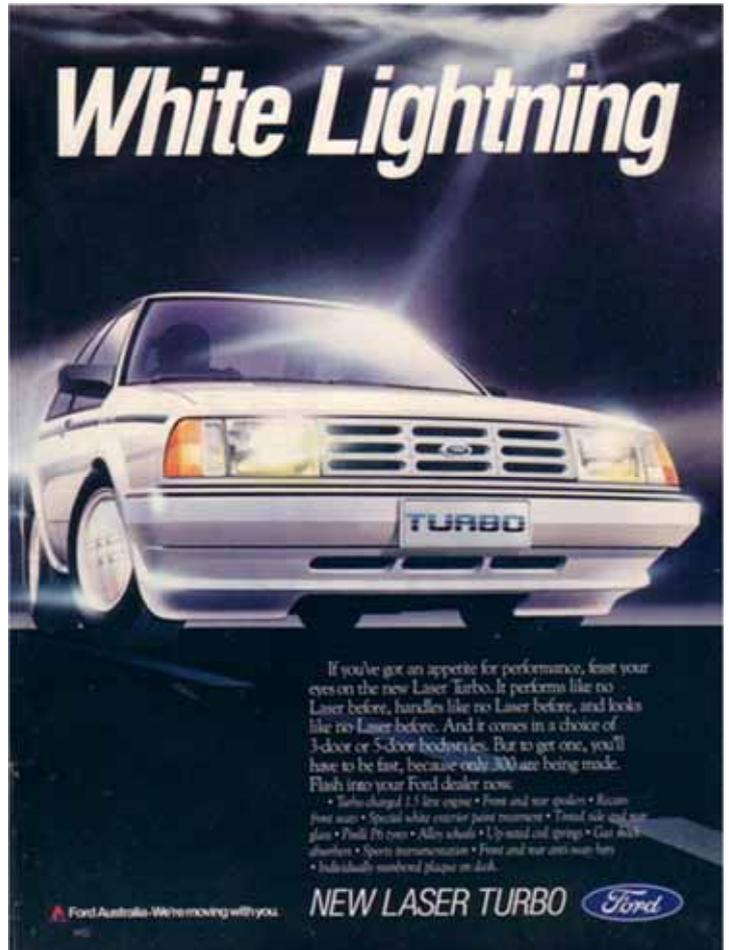
I know what you are thinking: "What is this young gentleman doing in our club with economy cars from the 80's?" Well I am glad you asked.

The KB Ford Laser is a fine example of badge engineering with its close sister being the Mazda 323. The particular example here is a fully optioned Ghia (the aircon and power steering cost as much as half the car did brand new!).

I am the proud third owner of this Laser Ghia and very privileged to say the original owner was one Mr Lewis Bandt. For those who don't know, Mr Bandt was the inventor of the Ford ute, an Aussie icon.



Original delivery papers, showing Lewis Bandt as the owner -26/7/85.



The Ghia



So, you may ask how I got a hold of it. Well for a few years I had a fixation with KA and KB Lasers. I was (and still am) attracted to the boxy wedge shape and long tail lights. So, as we car enthusiasts do, I started the hunt to purchase my own. The one I happened to end up with was for sale at the Geelong City Swap Meet in 2018, about four sites down from the site I shared with my uncle (Simon Anderson). So, I took the plunge and purchased it, not knowing the history.

After finishing High School, and with much help from my uncle, we got this piece of Geelong and Australian history back on the road and safely in the shed.

Well as we all know, the addiction doesn't end at one. After digging deeper into the various models and history of the KB series Lasers, I came to find some other models that got my interest. Some of these include the Sport 'S' 1.5L twin carb model and the Carla Zampatti Specials. However, in my eyes these are nothing to what I believe is the holy grail of Lasers, the White Lightning.

The White Lightning is a limited run model of just 300 cars (even though it's believed that the full 300 were never built). You may ask what makes this model so special? The Recaro seats, window tint, front and rear spoilers, special wheels and paint are all very cool but they pale in comparison to what's under the bonnet. Ford Australia took the 1.5L E5, lowered the compression added some 80s electronic wizardry and slapped on an IHI turbo charger. This makes the White Lightning the first turbo charged vehicle sold by Ford Australia.

After finding out about them my mind was set: I needed one!

The search began and in early 2021 a White Lightning came up for sale in Yarrawonga.



Stories From the Shed

What Do You Get When You Add 27 to 50?



The next weekend Uncle Simon and I (under adult supervision from my Dad) were on our way to Yarrowonga. With this trip I purchased my first White Lightning; number 50. This car had everything; the interior and the sweet, turbo charged 1.5. However, the past owners didn't love her as much as I did. I was told she was a paddock bomb, and I am convinced that it was jumped into the Yabby dam and left to sit. After an assessment she was too bent and rusted to try and make work. It ran and sounded healthy though, so there was hope.



A few months later, just when it looked like I wouldn't be able to make a functional White Lightning, another one came up for sale in South Australia. This one was number 27.

"... we started to strip number 50. I sent the tired 1.5 turbo off to Warren Heath Performance to give it a freshen up. This included; late model full skirt pistons, lower compression, minor head work, new cam grind and an overall freshen up."

Number 27 was beautiful; she was fully registered, the interior was impeccable but under the bonnet was a problem. The 1.5 turbo had been replaced with a naturally aspirated 1.3 (the turbo motors were known to blow, back in the day, and were prone to knocking). This would be an issue for most people, but not for me as I had a complete White Lightning in the driveway but with a body in disrepair.



As quickly as you could say "Sold!" I had number 27 on the back of a truck and bound for my front door.

So, the transplant begun. Number 27 was put into safe storage in our outdoor entertaining area (thanks Mum & Dad!) and we started to strip number 50. I sent the tired 1.5 turbo off to Warren Heath Performance to give it a freshen up. This included late model full skirt pistons, lower compression, minor head work, new cam grind and an overall freshen up.



Thanks to our invisible friend COVID-19 progress has been slow but I now have the engine in my possession and I am starting the swap in.

Hopefully in the new year you will see it down at the club!



- James Park

**ALL FACE-TO-FACE CLUB ACTIVITIES ARE CURRENTLY SUSPENDED.
CALENDAR INDICATES WHAT IS PLANNED IF RESTRICTIONS AT THE TIME ALLOW.
Further advice will be sent by email.**

Friday 1 October Backfire folding morning 9am Clubrooms. *Contact: Peter Telfer 0427 526 938*

Tuesday 12 October **General Meeting**—unlikely to be held due to Covid restrictions.

Tuesday 19 October **Committee Meeting** 7.30pm in clubrooms.

Monday 25 October **October Backfire Deadline** 5pm.

Contact: Jon Breedveld 0417 311 441

Dine Outs **TBC** *Contact: Sharyn 0417 546 089.*



Gary's Giggles Tall Tales from our Legendary Librarian

A preacher visits an elderly woman from his congregation.

As he sits on the couch he notices a small bowl of peanuts on the coffee table.

"Mind if I have a few?" he asks.

"No, not at all," the woman replies and pushes the bowl closer.

They chat for an hour and as the preacher stands to leave, he realises that instead of eating just a few peanuts, he has emptied the bowl.

"I'm terribly sorry for eating all the peanuts. I just meant to have a few."

"That's all right," the woman replied. "Ever since I lost my teeth, all I can do is suck off the chocolate."

A newly-promoted Colonel was setting up a makeshift office in the hills. He was just getting unpacked when out of the corner of his eye he noticed a Private with a toolbox coming his way.

Wanting to seem important, he grabbed the phone and said: "Yes, Prime Minister. Yes, I think it's an excellent plan. Yes, the General has discussed it with me.

Yes, you've got my support on it. Thanks for the call. Let's touch base again soon. What's that? I can call you Scott? Bye!"

"And what can I do for you?" he asks the private.

"Nothing sir. I'm just here to hook up your phone."

Lost in metric translation

A miss is as good as 1.6 km.

Put your best 0.3 of a metre forward.

Spare the 5.03 m and spoil the child.

28 g of prevention is worth 453 g of cure.

Give a man 2.5 cm and he'll take 1.6 km.

Peter Piper picked 8.8 L of pickled peppers.

Random thoughts

Depression is merely anger without enthusiasm.

I almost had a psychic girlfriend, but she left me before we met.

The only substitute for manners: fast reflexes.

If ever that everything seems to be going well, you've obviously overlooked something.

Everyone has a photographic memory.
Most don't have film.

I used to have an open mind, but my brain kept falling out.

Shin: a device for finding furniture in the dark.

If at first you don't succeed, then skydiving isn't for you.

He who hesitates is probably right.

The problem with the gene pool is that there is no lifeguard.

Love may be blind, but marriage is the real eye-opener.



Stories From the Shed



PIONEER MOTORING WOMEN

The early 1900s saw a number of pioneering women take to the road, driving the vehicles of the time across the whole world, setting distance, endurance and speed records in the process. John Hickford, has contributed several reports about two of these women; Jean Robertson and Kathleen Howell. This story comes from these contributions. - Ed



Jean Robertson and Kathleen Howell, with their trusty Lancia Lambda

The Australian Lancia Register newsletter of March 2021 records the women's endurance race around eastern Australia in 1927, when they became the first females to drive across the continent.

The RACV Royalauto magazine also included a short piece about the same trip.

RACV MEMBERS' 1927 CROSS-COUNTRY JOURNEY

WOMEN DECLARE EPIC TRIP A 'JAUNT'

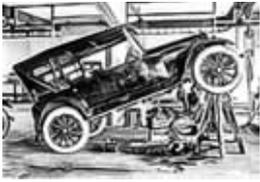
Far from being regarded as a great adventure, the overland trip from Melbourne to Darwin is now more of a holiday jaunt declared RACV members Jean Robertson and Kathleen Howell in 1927.

The Darwin Northern Standard reported their view that any experienced woman motorist could make the trip, as long as she had the ability to adjust minor car troubles herself. Help was not always at hand. The resourcefulness of the two was highly commended by Gordon Solomon, a Candelo [NSW] journalist, in whose opinion "two pluckier girls could not be found". Bugged outside Anna Creek Station, SA, in their Lancia Lambda, Jean and Kathleen carried sleepers a quarter of a mile from the railway line to their car, working for three hours to free it. Covered with mud from head to foot they were proud of their achievement.

When they got going, Solomon and his companions started to load some of the heavier goods onto their car, but the women declined any assistance saying they'd set out to do the trip alone and wished to accept as little help as possible. Experiencing the Coober Pedy dug-outs, visiting remote stations, camping in motor garages and along railway sidings was all part of the trip. Negotiating wet terrain, dodging Alice Springs ant beds and dealing with a leaky radiator were the main challenges. The women travelled more than 7000 miles [11,265km]. Helen Stitt

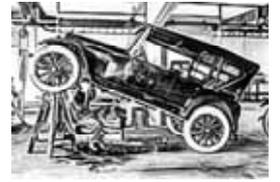


(Another copy of this photo carries the handwritten footnote: "On the matting in the desert sandhills near Oodnadatta.")



Stories From the Shed

PIONEER MOTORING WOMEN



Jean Robertson and Kathleen Howell met at the Clyde School in Melbourne and formed a lifelong friendship. After leaving school they became part of a small but passionate group of women who embraced the freedom offered by a relatively new form of transport – the motor vehicle.

Jean Robertson was herself a student of another female motoring pioneer, Alice Anderson. Anderson was a remarkable woman who grew up in Melbourne and was supported by her engineer father, who encouraged her to learn mechanical skills. Anderson first drove buses at age 15 and was given a car by her father. To make the repayments, she bought a chauffeur's uniform and drove around Melbourne. Her work included driving people to picnics, collecting country women from train stations, rushing expectant mothers to hospital and tours around the city.

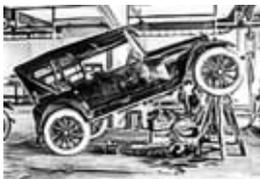
In 1919 Anderson set up a motor garage in Kew. This business included her chauffeuring work, selling petrol, repairing vehicles and teaching people to drive. She ran three-month courses for women, teaching them mechanical skills, and Jean Robertson was one of her early students.

Kathleen Howell's father provided the pair with the Lancia Lambda convertible which they used in their motoring exploits. This car transported Jean and Kathleen across thousands of uncharted miles of the Australian outback.

Together with their fox terrier, Barney, they set off from Melbourne and headed north. They travelled through Alice Springs and on to Darwin, following the telegraph wires as there were no proper roads. From Darwin they headed eastwards, looping through Queensland and back home through New South Wales. This epic trip was supported by the Shell Oil Company and the girls mapped their route in return for the petrol supplied. Their map was the first time that large areas of central Australia had been recorded.

The journey was difficult and the women's mechanical skills were called on to fix the car when it broke down. They carried two long strips of coir matting to lay over sand. This was a laborious but effective way of providing traction on the soft surface.

They carried all the provisions and parts they would need, dropping into stations and townships along the way but were otherwise un-escorted. They packed a rifle for protection against the wildlife and relished the chance to explore the Australian outback. They visited isolated communities and indigenous settlements and slept under the stars between towns. Once when they found themselves without matches, they short-circuited the car's headlights to produce a spark for the campfire.



Stories From the Shed

PIONEER MOTORING WOMEN



The route taken

As well as demonstrating that the Australian Outback could be a safe place for women, their across Australia trip was also instrumental in cementing the “road trip” as a popular Australian pastime.

Later on another trip Jean and Kathleen took the Lancia to Perth. This turned into a land speed record attempt from Perth to Sydney and included racing the transcontinental train across the Nullarbor. The women made the 2,824 km trip from Perth to Adelaide in only two days, nine hours and 57 minutes – a new record for this leg of the journey. However on the second half of the trip they encountered poor roads, becoming bogged in deep mud, and after four days of driving with little sleep they conceded defeat.

This adventure generated much public attention and the Darwin Northern Times reported in November 1928 of two young women racing a train in a convertible Italian sports car,

“it’s long lean shape a swiftly speeding streak over the long desert stretches.”

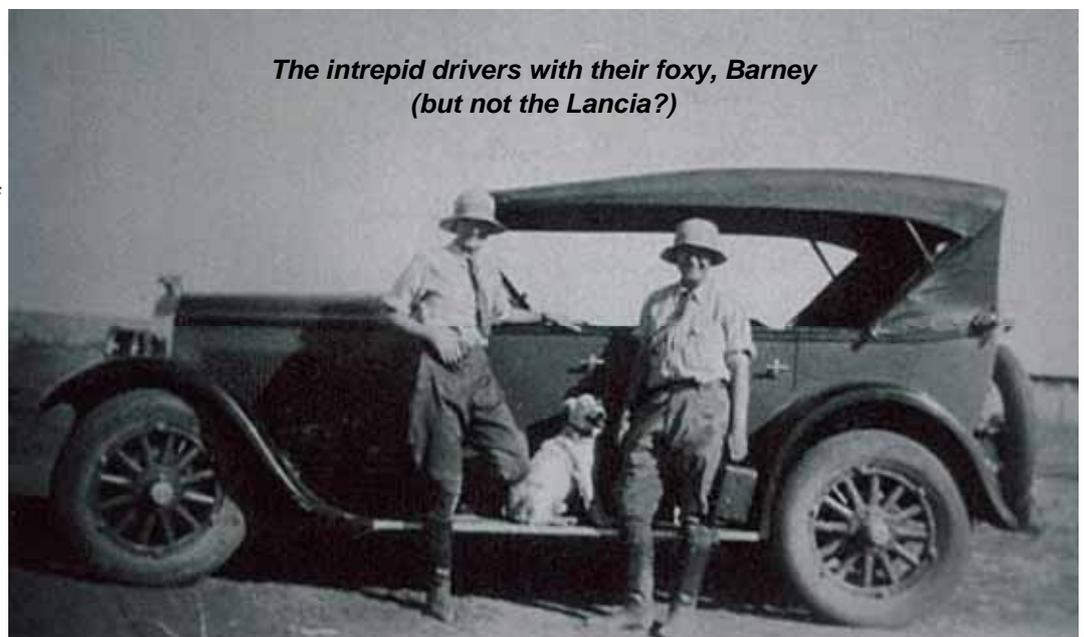
The women’s decision to enter the 1932 Monte Carlo rally happened quite casually during an afternoon tea which included Jean Beatson’s future husband, Bertie. Bertie Beatson was the local representative for Riley cars and had three Riley Nines imported from England for the attempt. The bodies were assembled in Melbourne and the team of six left in August 1931.

The plan was to firstly drive across Australia to Darwin, then on through Asia, the Middle East and Europe to England.

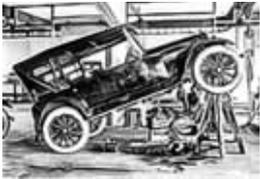
It took them 5½ months to drive and ship the cars from Australia to their Rally starting point in Palermo, Italy. Their route crossed Java, Batavia, Singapore, Penang, Calcutta, Delhi, Bombay, Gaza, Ur, Baghdad, Haifa, Beirut, Jerusalem, Suez, Cairo, Alexandria, Greece and Brindisi. While crossing the desert from Baghdad they were forced to travel with buses as escorts. A few months earlier Arabs had held up and robbed a small party of everything including the clothes off their backs and they arrived at their destination clad only in newspapers.

During the Monte Carlo Rally, Jean and Kathleen drove 56 hours non-stop from Palermo to Monte Carlo and finished 17th out of the rally field of 150. After that, they continued on to England, arriving in February 1932. While in the United Kingdom they engaged in another hobby – flying planes - as both of them had their pilot’s licence and were accomplished flyers.

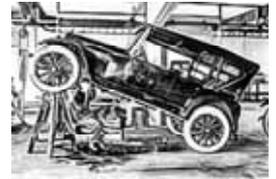
In October 1979 the two women, then in their 70s, were interviewed by Karen Kissane, for the Age newspaper. In this article they reflected on their exploits. Kathleen Howell (now Mrs Kathleen Gardener) said she no longer enjoyed driving as much as she did in the early days.



The intrepid drivers with their foxy, Barney (but not the Lancia?)



Stories From the Shed



PIONEER MOTORING WOMEN

"All the fun's gone out of it," she said. "You can't drive beyond a certain speed now. We drive slower than we have ever driven in our lives. Nowadays cars are a means of getting from A to B. There is no feeling in it at all."

However Jean Robertson (now Mrs Jean Beatson) retained her enthusiasm for the motor vehicle. "I think I drove my first vehicle around about eight or 10, up on the farm. It was an old Talbot. I was just about big enough to push the pedals."

She said she had practised in her father's old Rover which was cranked with a handle and had the brake and gear levers outside the driver's door.

When travelling overseas after leaving school, she bought back Victoria's second baby Austin Seven. "They called it the mechanised perambulator," she said.

Reflecting on their 1928 cross continental trip, Jean Beatson said: "it was quite a straightforward run."

"The Shell Company kidded us into that," she said. "We were going anyway and enquired about petrol stops." Mrs Beatson said that motoring was very popular with women at the time, perhaps more so than it is now.

The women said their fathers were both tickled pink by the gallivanting but that they had no idea what their friends thought about them. "Most of them had gotten married," Kathleen Gardener said. "That were we never even thought about it. We were far too busy."

When preparing for the trip they included their evening frocks ("we were always marvellously entertained"), a few spare parts and their dog. "We had a little fox terrier, Barney, who rode between us or over the top and whenever he saw a kangaroo, he always fell off with excitement," Mrs Gardener explained.

The pair travelled from Melbourne to Adelaide, Port Augusta, Cooper's Creek, Anna's Creek, Oodnadatta and Alice Springs, chopping up railway sleepers to get their car over a flooded bridge and stuffing saltbush under the wheels when they got bogged. "When the rains come in the centre, the rains come," Mrs Gardener said.

"The roads were only tracks," Jean Beatson said. "We had no service stations on the way. We always took a certain amount of spare parts and hoped to God nothing happened. But we regularly had two punctures in the morning and two in the evening."

From Alice Springs they travelled to Tennant Creek and Katherine, arriving in time for payday celebrations in the corrugated iron hotel. "It was the first time we heard the original version of Mademoiselle from Armentieres," Mrs Gardener commented.

They navigated by the Overland Telegraph lines, never travelling far from them. "All these places are now

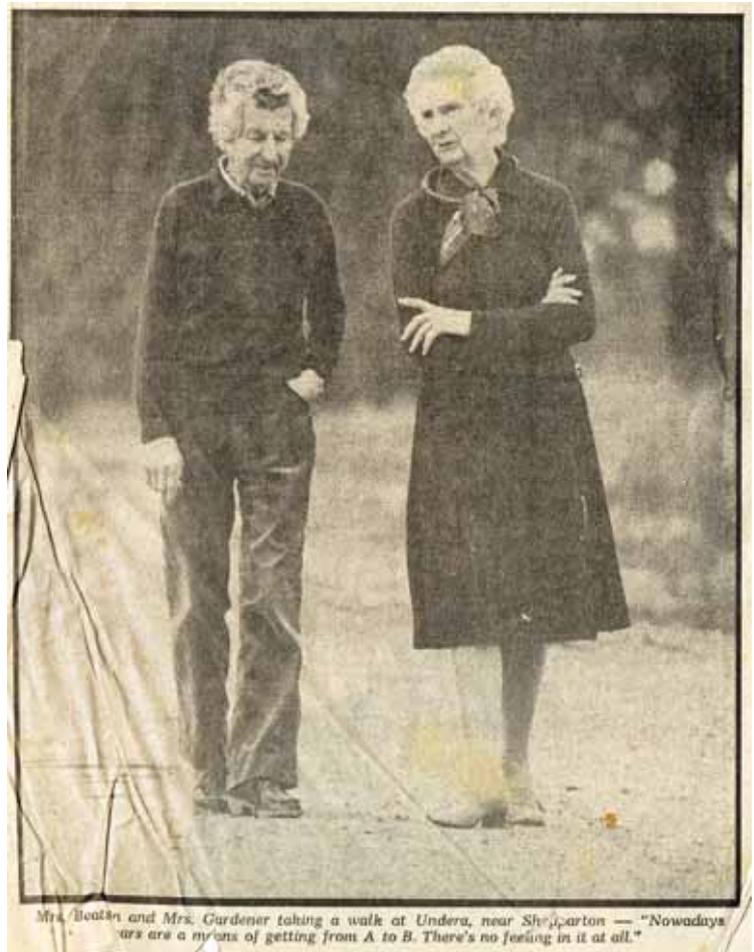
townships, but there was just a telegraph station and that was all," Mrs Gardener said. "It was so safe. I suppose you didn't have any imagination, because fear never entered our mind. There wasn't any reason to ever think about it.

"Not everyone took it so calmly," she said. "We got into one station and they had a donkey team geared up to pick us up. They were quite relieved to see these maniacs coming in."

Reflecting on whether they would undertake their Australian trip again Jean Beatson said: "I think you would want to be very careful now." However she added gleefully that she would "take it on tomorrow."

Sources:

- ◇ The Australian Lancia Register newsletter, March 2021
- ◇ RACV Royalauto
- ◇ Sydney Living Museums Assistant Curator, Mel Flyte, writing on the museum website.
- ◇ Darwin Northern Times, 10 November 1928.
- ◇ Karen Kissane, The Age, 5 October 1975
- ◇ Ismail Kayhan, on the SBS Turkish Radio website
- ◇ Anneli Knight, Sydney Morning Herald book review "Women at the Seat of Power", 2009
- ◇ Photos: The Age, State Library of Victoria & the National Library,



Mrs. Beatson and Mrs. Gardener taking a walk at Undera, near Shepparton — "Nowadays cars are a means of getting from A to B. There's no feeling in it at all."

Letters to the Editor

Cancellation: Lake Bolac Campout - October 2021

Dear Editors/Secretaries

It is Nerene Backhouse here from the Vintage and Classic Car Club Ballarat.

It is with great regret that our Club Committee has decided to cancel the October Campout at Lake Bolac. I guess this doesn't really come as any surprise, given the state and uncertainty of lockdowns and restrictions. The Committee has in fact decided to cancel all Club events now that we know the Roadmap for the rest of the year.

We can only look forward to a better outcome in May next year. It's a case of "watch this space"!

Could you please pass this information on to your members? Much appreciated.

Stay safe everyone and take care.

Kind regards

Nerene Backhouse

VCCC Ballarat

It's an Earthquake!

Hi Jon,

Just phoned one of the women staff at Lions Village Licola to ask how she survived as the epicentre of today's "earthquake".

She told me that there was no damage to the buildings which started to shake when she was stepping out of the shower, and she then ran outside into the back yard.

She confided that not only was the building shaking – that lots of her personal bits and pieces got a good wobble up as well!

Now would I exaggerate?

Best wishes

Stay safe

Brian Edward



SOME AUTOMOTIVE FIRSTS

From "*I Love Old Cars and Transport Stories*"

- by Frank Rodwell OBE*

(*over bloody eighty)

The recessed door handles were a safety feature on the 1935 Fiat.

Windscreen washers were introduced on the 1935 Triumph

The first automobile to appear in Queensland was the Brisbane-built Trackson steamer of 1900. Due to the English Transport Act, it had to be preceded by a man walking in front with a red flag. Trackson also imported the first petrol powered car to come into Queensland. It was a twin-cylinder De Dion-Bouton.

In 1907 the single-cylinder Brush was the first car in America to be fitted with coil springs all-round. In addition it had a body/frame of wood, and the front and rear axles were also wood. When idling, it seemed to be trembling with energy and ready to dash off in any direction.

The Chevrolet bow tie emblem was copied by Billy Durant from a design on wallpaper decorating a hotel room in Paris. Durant was President of General Motors which owned the Chevrolet Motor Company.

The engines and gear boxes for the Curved Dash Oldsmobile were made, on contract, in the foundry operated by the Dodge brothers. The vehicles were produced under licence in Germany as the Polymobile & Ultramobile.

The American built Adams-Farwell of 1904 had a 3-cylinder, air cooled, rotary engine. In 1906 the engine size was increased giving it a 5-cylinder motor.

There was a rare Belgian Flaudelar car of the 1920s which had a 7-cylinder motor.

De Dion-Bouton made a 10-cylinder twin rotary engine in 1889.

In 1936 the French Voisin had a straight 12-cylinder car capable of 125 mph. Packard designed one in 1930 but did not proceed with its production.

Bugatti, Cadillac and Marmon produced cars with V-16 motors.

The 1915 American made Briscoe had a papier mache body and single headlight centrally mounted into the cowl.

There was a French car named RIP.

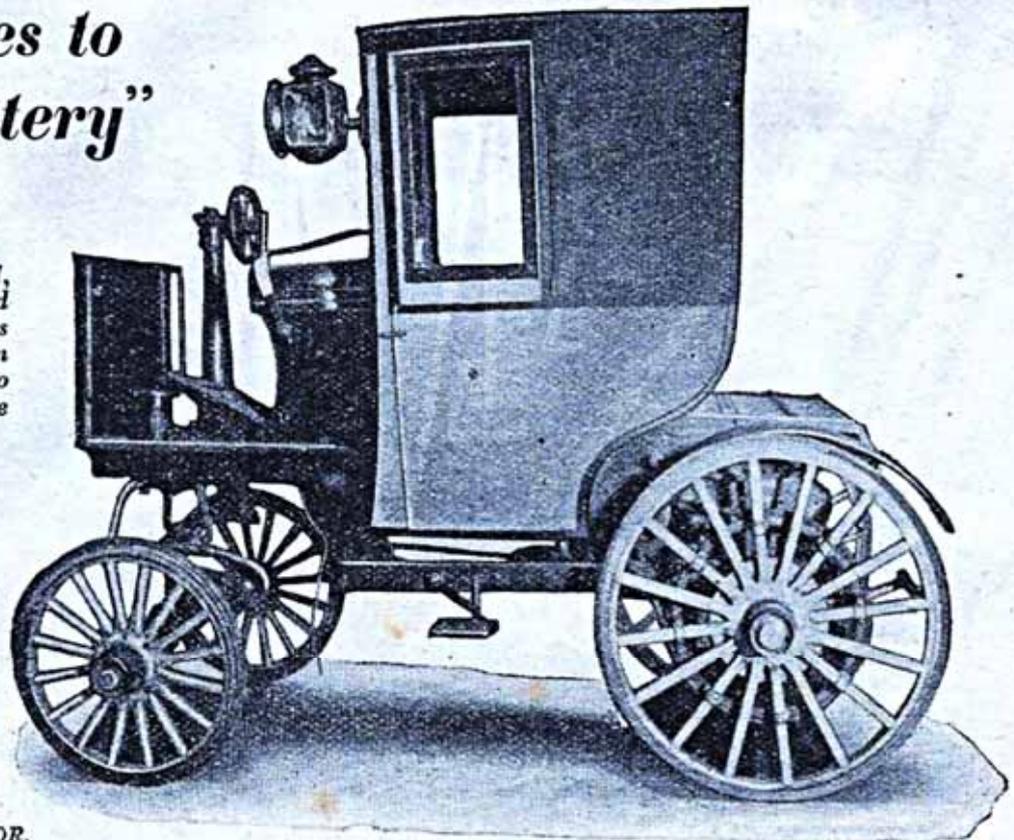
- contributed by Fred Harris

A SERIES OF OLD TIMERS No. 8

THE FIRST ELECTRIC TAXI

*“50 miles to
the battery”*

*In November, 1897,
the late King Edward
was driven in this
particular cab from
Marlborough House to
Buckingham Palace
and back.*



By courtesy
of the *MOTOR*.

THIS was the first motor-cab ever licensed to ply for hire. It was run by a 40-cell battery, which was estimated to take the vehicle 50 miles at an average of 12 m.p.h. There was always one difficulty with electric cabs, owing to their limited mileage on one charge. The driver would very carefully inquire the destination of the “fare” before allowing him to enter. If the destination were at a point where a return “fare” could easily be obtained—all well and good. But if it happened to be some place which offered the prospect of a “fareless” return, the intending passenger was regretfully informed that there was not sufficient current left for such a *long* journey.

After reading both President David's and Lindsay Alford's comments about electric cars in the September *Backfire*, I happened upon this item in the Castlemaine Historic Vehicle Club newsletter. Didn't realise that electric vehicles were around so far back (though I was aware that human nature doesn't change much!) The question of providing enough recharge stations is one that also remains current (pun intended). Battery cost, weight, durability and range also seem to limit the use of electric vehicles to urban environments at present. In Australia, even if/when recharging stations are commonly available and recharge times become acceptable, I think there will still be the need for at least a hybrid petrol/electric or hydrogen/electric vehicle for trips away from the big cities. - Ed

(Reproduced with permission - thanks Jan)

FOR SALES, WANTED & CLUES

Wanted:

A 12 volt starter solenoid for my old petrol Fergie (pictured). It's mounted away from the starter and I push the button on the end to start.

Call Rod 0417 021 982,
5281 5340.



9/21

Cane/Wicker basket with lid. Max. size I am limited to is L 27" x W 14" x H 14".
also

Kingston 5 ball brass carburettor complete or parts. Call Simon 0414 482 241.

9/21

Wanted:

Unique Cars magazine—June 1998.
Call Leigh 0468 763 054.

8/21

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

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

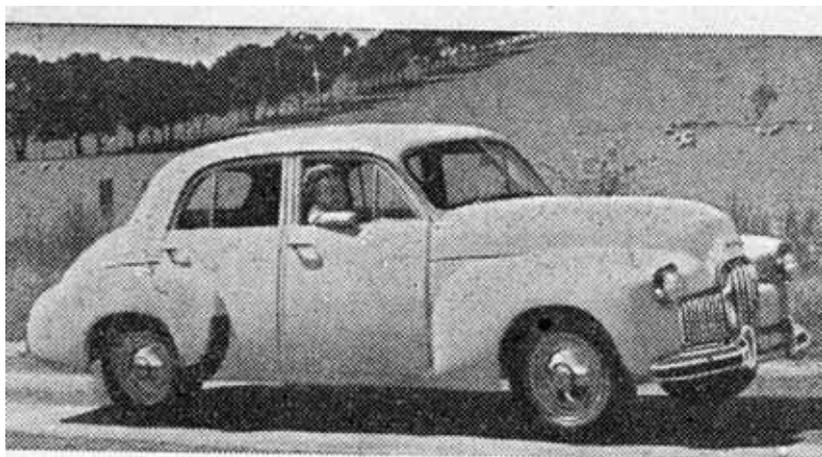
All ads for cars also appear on the **club web site** where greater detail and photos (where supplied) can be viewed. To see ads, go to

<http://www.wdhvcgeelong.com/wdsale.html>

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



—The Cars of 1950—



HOLDEN SEDAN. £800

When General Motors offered an Australian car with a very modern specification, the right price and with good looks, it was an assured success. Over 10,000 Holdens are now on the road and they are coming off the assembly line at 80 per day. However, the delay for delivery is not improving and the fact that secondhand values of the Holden are higher pro-rata than any other make, speaks for its immense popularity. Price is £800 in Melbourne. Displayed by Preston Motors Pty. Ltd. Southern Motors Pty. Ltd. and Queensbridge Motors Pty. Ltd.

The Geelong Revival Motoring Festival organisers, in consultation with stakeholders and the City of Greater Geelong, have decided to postpone the 2021 event, due to the COVID-19 situation. The event will now be held 4 - 6 March, 2022.

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.

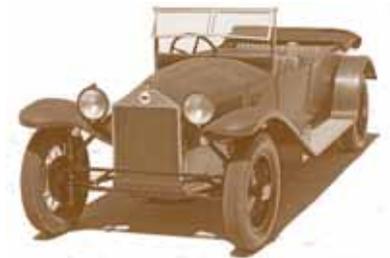
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Newcomb VIC 3219

Backfire

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1926 Lancia Lambda Torpedo

October 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 COVID All events are subject to Covid 19 rules current at the time. Updates by will be sent by email.	27	28	29	30 September	1 October Backfire folding morning 9am Clubrooms	2
3 EXTREME WEATHER (including Total Fire Bans) A club event may be cancelled on extreme weather days. If an extreme weather day is predicted members should either: check the club website; check their emails; or contact the event organiser.	4	5	6	7	8	9
10	11	12 General Meeting ???? 7.30pm	13	14	15	16
17	18	19 Committee Meeting	20 Dine Out ????	21	22	23
24	25 Nov 2021 Backfire Deadline	26	27	28	29 November Backfire folding morning 9am Clubrooms	30
31	1 November	2	3	4	5	6