



BACKFIRE

Volume 51 No 8 December 2017

PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com.au



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

REMEMBERING 50 YEARS OF THE WDHVC - 1967 to 2017



This 1912 Adams may be the oldest vehicle in the Club. See story Pages 6 & 7.

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PRESIDENT'S REPORT

(as dictated to the editor via a mobile phone, from eight feet up a ladder, in the blazing Bendigo sun after the technology failed and the gremlins "ate" the emailed version.)

Season's greetings to all,

I hope everyone enjoyed the Bendigo Swap Meet. It was a warm day with plenty of people about. The 16 souls who travelled on the bus with me seemed to have a good day. We invested some \$1530 in total, with the top spend being about \$290 from memory. When we returned to the bus, just before 4pm, we were met by music wafting from the windows. Graeme had acquired a new button accordion and was trying out a few tunes. Very pleasant.

You still have time to get your tickets to the Christmas Dinner Dance on 2 December. Give Rhonda or Jeanette a call. \$25 a head for a two-course feed and entertainment. It's sure to be a great night.

I still have my S-type Jag for sale if anyone is interested. The Merc has sold and the new Morgan is on its way.

On behalf the committee and Julie & myself, can I wish everyone a happy and safe festive season and a prosperous 2018.

Best wishes

John.

Photo: Our President with Santa at last year's Christmas celebrations.



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 574 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 14TH NOVEMBER 2017 at 7.30PM

PRESIDING

President John Bailey opened the meeting and welcomed 113 members to the meeting.

APOLOGIES

Vern & Joan Stott, Kelvin Gray, Allan Tipper, Eva Barwise, Hank Fiolet, Len Millar, David Koch, Raelene Pretlove, Kevin Hunter, Trevor Little, Paul Strickland, Peter & Sandra Boast

Moved: Jim Coates

Seconded: Graham Cameron Carried

SICK LIST

None.

President John advised the meeting of Glenys Turner's recent passing. Members will remember Glenys as an active member of the kitchen team over many years.

MINUTES

The minutes of the October general meeting as published in the *Backfire* incorrectly reflected the Sept meeting number and date. The published October minutes should reference the Meeting Number 573 on 10/10/2017.

Moved: Ken Parry

Seconded: Roger Sykes Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Jardin Lloyd Thompson account for public liability insurance.
- Sign and Badge centre member badges.
- Thank you card from Netta & Trevor Warren for the Club's condolences on the loss of Netta's sister Dawn.

Emails In

- Mark Haby requesting a letter to Vic Roads informing them that he is a current financial member.
- Historic Winton invitation for 26 & 27 May 2018.
- Geelong Revival invitation to display members' cars on 25 & 26 November.
- Vintage and Classic Car Club Ballarat invitation to their pre 1930s event on 26 November.
- Jumbuck sheepskin seat covers information on their products.

OUTWARD

Letters Out

- Vic Roads letter advising that Mark Haby is a current financial member.
- Sympathy card to Bernie Turner on the passing of Glenys.

Emails Out

None

Moved: Graham Cameron

Seconded: Libby Booley Carried

TREASURER'S REPORT (Maurice)

Maurice presented the report on receipts and payments since the previous meeting and presented accounts to be passed for payment.

Moved: Max McKenzie

Seconded: Ray Matthews Carried

PROGRAM DIRECTOR (John)

To be advised.

LIBRARY (Gary)

- The Transport Mural from the old Spencer Street station is rumoured to have a (planned) new home. Watch this space.
- As always, Gary entertained and surprised the meeting. This month's poetry reading showed another side of Gary.

DINE OUT (Gary)

- Great Western hotel this month.
- Gary reminded members that they should contact the Avoca Motel if they need accommodation for the 2018 rally.

EDITOR (Jon Breedveld)

General report only but with the interesting confession that he may be buying a 1938 Morris.

FEDERATION REPORT (Cheryl)

Discussion at the October Federation meeting focused on the Bendigo Swap Meet preparations. The meeting also advised that the Australia Day display on the Domain will be limited to 50 cars. The next Federation meeting will be in Sunshine.

COMMITTEE REPORT (David)

No Committee meeting this month.

TINKER DAY (Ray)

Thanks to Libby and Rod for inviting members to their place for the October day following a late cancellation of the scheduled venue.

GENERAL MEETING MINUTES ctd

The November hosts will be Mick and Trish Ormrod's in Belmont.

MARS BAR AWARD (Ray)

No one correctly guessed Annette Marshall so she took home the Mars Bar.

VEHICLE PERMITS (Gus)

Gus reported that we have an additional five members' cars on permits this month.

Neil Grearson and Tony Healey provided a very informative and detailed talk on Neil's 1928 Arrol Aster. The Scottish manufactured car is one of two known to survive from the original 60 produced. Neil purchased the car in Kew where it had sat in pieces since the 1950s. The car was one of three in the factory 1929 Tourist Trophy race team.

Neil rebuilt the sleeve valve engine and talked about the range of challenges he had to overcome. Neil was able to resolve the problems that stalled the 1950s rebuild!

CRAFT NIGHT (Linda)

Please bring a plate for joint Christmas meal with the Tech Night crew.

RALLY REPORTS/EVENTS (Rod)

- Rod Booley reported on six member cars on display at the Geelong Show on the Sunday.
- Many cars attended the Hot Dog run to Moriac. No report.
- The recent visit to the two Bendigo engine rebuilders was reported in the October Backfire.
- John Hickford updated the meeting on the recent MotorClassica that was well worth attending again this year. Lancia was a featured marque with 23 cars on display. John also reported on the recent Lancia rally with many local, interstate and international owners attending. The rally has been held every two years for 40 years.
- Cheryl reported on the recent coffee run to Moriac.
- Ken Perry added to last month's report on the Bay to Birdwood rally, this time confessing to being pulled over by the Police on the way over in his P76.
- Karl Lorenz reported that the Lake Goldsmith rally was bigger and better than ever this year.
- Harold Newton has returned from the recent Dodge owners rally around the Western District. 41 cars participated.
- 19/11/17 – Run to Narmbool historic homestead. Leave from the Batesford Roadhouse.
- 2/12/17 – Daylesford Highland Gathering.
- 2/12/17 – Club Dinner Dance
- 3/12/17 – Geelong Classic Bike Show and penny farthing races.

- 9/12/17 – Motorbike run
- 17/12/17 – Children's Christmas party

LONG DISTANCE RALLY (Sharyn)

No report.

TECH NIGHT (Peter)

Starting at 6 pm this month for a shared meal first before Mike from Brilliant Polish will demonstrate this products. Bring a plate.

SWAP MEET (Fred)

No report.

KITCHEN (Rhonda)

All good in the kitchen this month.

GENERAL BUSINESS

- Max thanked the members who volunteered on the Geelong Show gates.
- The meeting wished Ken Batson happy birthday.
- The meeting congratulated John Hickford on becoming a life member of the Lancia Owner's Club. Well done John!
- The bus for the Bendigo Swap meet leaves the Clubrooms at 7 am.
- This is the last year that Dallas will be able to set up the tent on the Bendigo Swap site. Volunteers needed for 2018.

FOR SALES, WANTED & CONFESSIONS

- 1955 Mercedes Benz for sale.
- A set on BSF / Whitworth spanners is looking for a new home.
- President John has purchased an accident damaged 1970 Morgan in Queensland.

Meeting closed at 9:20pm.

Next meeting to be held at 7.30pm on 12th December 2017 in the clubrooms. (Please bring a plate)

- Leigh Dwyer



Neil Grearson's rare aluminium bodied 1928 Arrol Aster.



1912 Adams is a Rare Model

When he talks about his 1912 Adams, Graeme Anderson's passion shines through. Graeme has known the car since boyhood, and it is inextricably entwined with the history of his family. Since he took ownership from his father Tom in 1998, Graeme has become the custodian of a legacy that spans several generations and various branches of the family.

The Adams is rare. Tom Anderson said that it was possibly the only example of that model still on the road back in 1962. The car is also central to the history of the WDHVC: no vehicle has been continuously in the club for longer and Graeme says it is among the oldest club cars as well - possibly the oldest.

Graeme (then about 14 years old) and father Tom were among the 12 "interested persons" who attended the WDHVC's first "organisational meeting" in a private home in Highton on 15 March 1967. Tom had completely rebuilt the Adams five years earlier, in 1962. He made the body, three of the wooden spoke wheels, pistons and many other important parts as part of the restoration.

So it is fitting to round out our anniversary year with a story about the Adams.

History of the Adams

The Adams-Hewitt Manufacturing Co of Bedford England built Adams cars from 1905-1914. Mr A B Adams built one and two cylinder engine cars up to 1910, then built his first four cylinder engine car. In 1910 he perfected a compressed air starter which he had fitted to his cars, and also used the compressed air starter for jacking up cars and for inflating tyres. He also built a V8 engine during this year. In 1912 he had designed a carburettor which he fitted on three different Adams models. Mr. Adams was taking these to America on the "Titanic" and so lost his life at sea.

The Adams Company carried on for another 18 months and was then taken over by Brookhirst "Igranic", manufacturers of electrical-switch gear. The Adams cars were often called "Pedals to Push" cars due to the epicyclic gear change on the three speed model. The radiator is "A" shaped and the cars were fitted with four-wheel brakes in 1912.

The Anderson's Adams car was bought new from "Glenferrie Motor Garage" in Melbourne for £412, by Graeme's great, great uncle, Thomas Sloan, in 1912. Sloan used the car to deliver cream for the Bulla Cream factory in Melbourne, which he had founded in 1910. The Adams was sold to his brother-in-law William (Bill) Hornbuckle of Catani, in Gippsland, Victoria, in October 1914.

Mr Hornbuckle (who was Graeme's great, great uncle) drove the Adams until late 1929, after which it was left at the back of the house.



Graeme Anderson with the Adams, at the Club's 50th Anniversary Display earlier this year. This was the rare car's first outing in 20 years!

His nephew Robert Hornbuckle of Myrning took the car, minus the body and mudguards, to his place in the early 1930's. The Adams was later converted to a water drilling rig. Three pistons, the con rods, the radiator, gear-box, manifold and water jackets were removed. It was run on one cylinder with a motorcycle carburettor fitted to it, and with water running through the back two cylinders only. It also had a countershaft fitted over the rear of the chassis. When it became necessary to replace the machine, it was unceremoniously pushed into a gully at the back of the paddock, and left to rot. The leftover parts were thrown onto the farm "tip".

Tom Anderson overheard two men talking about a veteran car on a rally to Colac in 1960. He spoke to them and discovered that the vehicle was supposed to be in Myrning, where Tom had grown up, and "the car needed only a coat of paint and was ready to drive away".

Tom's father, William Anderson, was always telling him about the old Adams and had tried to find it but lost track after it had left Catani.

A vintage advertisement for Glenferrie Motor Garage. The ad features a central illustration of a 1916-20 Adams Torpedo car. The text is arranged around the car, providing details about the models and the garage's services. The ad is framed by a decorative border.

Are You a Car Buyer? If so, it Will Pay You to Consult Us Before Buying!
IMMEDIATE DELIVERY.
"ADAMS" (Self-starter) 16-20 Hp., 5-seater Torpedo
"MARTINI" 15-9 h.p., 3-seater "THAMES" Cars. "DELAHAYE," 9-11 h.p., 3-seater
"DELAHAYE," 9-11 h.p., Light Delivery Van.

16-20 ADAMS TORPEDO.

We have also for Delivery in about 3 weeks' time Latest Model "BRENNAN," "EXCELSIOR," and "THAMES" Cars.

Our Cars are Absolutely High Grade! Our Prices are Lower Than Others!

AGENTS— **GLENFERRIE MOTOR GARAGE** Pty. Ltd.,
205 Burwood Rd., HAWTHORN.
Phone—Hawthorn 1425 Send for Catalogs—Prices. Trials by Appointment.

Three days later Tom discovered that his cousin Bob Hornbuckle had the car. In a story published later, Tom described what followed:

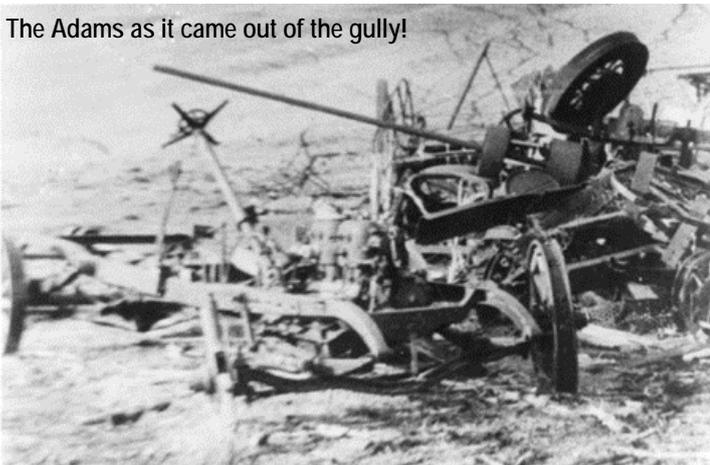
"Cousin Bob was not at home when I called at his place (about 50 miles from Geelong), but his wife Verna was. When I asked her about the car she laughed at me and said there was no car there fitting that description. The only old car on the property was the one down in the gully, and that was all rotted away. She allowed me to have a look at the car anyway. It was raining at the time and I had no coat but I was too excited to allow the rain to bother me too much. When I got down to the gully I was very disappointed to see just a pile of junk, but on further investigation it turned out to be very interesting junk. I went back to the house and asked if the "car" was for sale, Verna said to phone later and talk to Bob about it. I waited 'til the following night before I contacted Bob and after a long talk, he said for me to come up at the weekend and have another look at it. I did, and took a trailer with me, hoping I might be lucky. I felt very guilty when I drove in the gate with the trailer in tow, thinking he might say I had high hopes, but I was mistaken and he welcomed me with open arms.

"We used the farm tractor to pull the "wreck" out of the gully and to load the remains onto the trailer. At the workshop Bob got the Oxy out and cut off the motorcycle carburettor and the countershaft, from the chassis. We then went in search of the radiator, gearbox, pistons, con rods and any other parts that had originally been on the car. Three weekends of searching and we had found most of these parts. The radiator cap was still missing: I asked Bob if he knew where it was and he told me it was on a gate post in the next paddock, and that is exactly where I found it.

"Another part missing was the carburettor, again I asked Bob and yes, he knew where it was. I followed him into another large paddock and a few hundred yards out he started to kick around in the long grass, and there it was.

"When I got the car home my Dad came over and had a look at it and asked where I got it from.

The Adams as it came out of the gully!



"When I told him, Dad informed me that it happened to be "THE CAR" he (and I) had been looking for all this time. Talk about luck and coincidence. Dad suggested I have a talk with my great aunt Annie Hornbuckle to see if she might have more information about the car."

Tom contacted his 93 year old great aunt, who helped in the restoration by describing what the car had been like. "As soon as the car was mobile (by no means complete as yet), she was in it," Tom said. Aunt Annie was given frequent rides in the Adams until she died in her 99th year. Her last ride was only six weeks before her death.

The Adams has quite a history, including being used as a wedding car in the early 1920's. William Anderson was driven to school in it before the First World War. It was used daily including unmade roads for over 40 miles from home, travelling to Melbourne two or three times a week through sand traps (or mud in winter) - a distance of 58 miles each way.

Technical Data

Engine: bore 88mm. Stroke 120mm. Claudel carburettor, 4 speed gearbox, bevel transmission, and a low compression ratio. Final drive ratio 3:1. Gearbox has a universal and clutch brake which stops the clutch from spinning when the gears are changed. The air compressor pumps up to 300 lbs and starts the motor, pushing the piston over. It also inflates the tyres and jacks the car up.

The dash houses a glass bubble oil gauge, ignition switch and air pressure gauge. A hand throttle and spark and retard lever are fitted to the steering wheel, and the three foot pedals are starter button (left), clutch (centre) and brake (right) which is worked on the transmission. The hand brake, which works the back axle, and the gear lever are to the right of the driver, near the door.

The eight gallon petrol tank is mounted in front of the windscreen and gravity feeds the carburettor. Consumption about 23MPG. The radiator contains five and a half gallons and is thermo-syphoned. The fan is driven off the camshaft.

Brass accessories include two front gas headlamps, two kerosene side lights, a kerosene tail light, a gas generator fitted on the running board, and a bulb horn. The car includes a rear dickie-seat.

Weight: just over a ton; length 14': chassis width 2' 10". Height 4' 8". Front track 4' 9": rear 4' 8". Ground clearance 11^{1/2}". Cabin: 3' long X 3' 9" wide and seats three at a pinch.

Graeme says the best thing about the car is driving it. He says having the hood up or down is like driving two different cars. "With it down, the car just purrs as you drive," he says with a broad grin.

Thanks to Graeme for his help with this story - Ed

CALENDAR OF EVENTS

See also -
calendar summary
on back page.

WDHVC EVENTS

28 NOV - TUESDAY

TECH NIGHT "BRiLiANT " 6pm for meal, then 7pm to set up for a 7.30 start at the clubrooms. Here it is! A Tech Night for those who claim that they are not technical! BRiLiANT POLISH (yes, that is correct spelling). Mike from BRiLiANT POLISH will drive from Bendigo, and back the same night, especially to present his products to us, so a good turn up will be appreciated.

Peter Telfer 0427 526 938

~~2 DEC - SATURDAY~~

~~DAYLESFORD HIGHLAND GATHERING. CANCELLED~~

2 DEC - SATURDAY

CHRISTMAS DINNER DANCE Clubrooms. \$25 per head.

Two course catered meal. BYO drinks and glass. Pre dinner drinks and nibbles from 6pm: dinner served at 6.30pm. Great entertainment and many door prizes. Buy a ticket from Rhonda (5248 2553) or Jeanette.

7 DEC - THURSDAY

MORNING COFFEE RUN.

Meet at clubrooms at 9.45am.

Contact Rod Booley 528 15340 (0417 021 982)

9 DEC - SATURDAY

SMELL THE ROSES DAY.

10.30am Start. Why don't we have a motorcycle run on this day? Just a coastal run for the worn out, leaky, smelly, wobbly, weary units, and of course the old bikes as well! The starting point will be the clubrooms, but the destination will remain a deeply guarded secret until departure on the day, but it will definitely include coffee and food for sure. People are welcome to come along in a car, but how will you ever keep up with a 1922 motorcycle? Oh, that's right, you just follow the blue smoke trail.

P.S. I promise not to crash again.

Ray van Galen. Ph 5278 9368.

12 DEC - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

14 DEC - THURSDAY

TINKER DAY.

A 10.30am start from the clubrooms. We are off to Ken and Ethel Sheppard's for our annual Christmas Tinker Day at Moriac. Please don't arrive there before 11.30am: they need set-up time. This is the most popular of all our tinker days and we have all the Sheppard family to thank for that.

Please note: participants are asked to help out by bringing a **salad** OR a **sweet** for us all to share. Please ring Barb van Galen on **5278 9368** or **0408 664 537** to let her know what you are bringing. Please bring your own mug, thermos, and special lunch if you need to, chair, and sense of laughter. *Ray's Mob 0411 954 865. Barb's Mob. 0408 664 537. Home Ph 5278 9368* *Ray van Galen*

17 DEC - SUNDAY

CHILDREN'S CHRISTMAS PARTY,

11am at Club Rooms. \$25 limit on gifts please. Sausage Sizzle Supplied.

Contact Rod Booley 5281 5340 (0417 021 982)

18 DEC - TUESDAY

DECEMBER COMMITTEE MEETING 7.30pm.

29 DEC - FRIDAY

JAN 2018 BACKFIRE DEADLINE

To fit around holidays and printer's days off.

DINE OUT NEWS

SOME STATS

During 2017 we had an average attendance of 26 at Dine Out nights, and 45 folk enjoyed the final Dine Out for 2017 at the Great Western on 15 November.

Thank you for all your support throughout the year and Merry Christmas.

Gary McCredden

NO DECEMBER TECH NIGHT.

Christmas is a far greater priority. Merry Christmas to you all. Next Tech Night **Tues 23 January**. David Hamilton will demonstrate ULTRA BOND aluminium repair rod. *Peter Telfer 0427 526 938*

13/14 JAN

CAR DISPLAY - CLASSIC TRUCK AND MACHINERY SHOW.

Contact Rod Booley 5281 5340 (0417 021 982)

1 FEB - THURSDAY

MORNING COFFEE RUN.

Meet at clubrooms at 9.45am.

Contact Rod Booley 52815340 (0417 021 982)

WDHVC EVENTS (ctd)

24 FEB - SATURDAY

WATERFRONT CAR DISPLAY FOR GEELONG GIFT

Contact Rod Booley 5281 5340 (0417 021 982)

4 MAR - SUNDAY

Sunday Market on.

CAR DISPLAY ON GEELONG WATERFRONT

Contact Rod Booley 5281 5340 (0417 021 982)

10-12 MAR

AVOCA WEEKEND RALLY. 25TH ANNIVERSARY

Avoca Motel is fully booked. If you'd like to join us for this great weekend visiting interesting places, the Pyrenees Motel (mob 0499 009 470) has vacancies, but you will need to book ASAP.

Contact: Gary McCredden 5275 2544.

25 MAR - SUNDAY

FEDERATION RALLY AT MORTLAKE

Contact Rod Booley 5281 5340 (0417 021 982)

OTHER EVENTS- 2018

7 JAN- SUNDAY

DRYSDALE CLASSIC CAR SHOW

13 JAN- SATURDAY

PORTARLINGTON MUSSEL FESTIVAL

3/4 FEB

COLAC HERITAGE FESTIVAL

11 FEB- SUNDAY

TORQUAY MOTOR SHOW

14 APRIL- SATURDAY

ECHUCA SWAP MEET

Rotary Park, Rose St. Sites \$20. Entry \$5. Call 0456 010 665 echucaswap@outlook.com

29 APRIL- SUNDAY

SWAN HILL SWAP MEET

Showgrounds, cnr McCallum & High Sts. Sites \$20. Entry \$5. Contact: Craig 0419 574 414.

LAST SUN EVERY MONTH

Werribee & District Collectable Vehicle Club Inc meet.

9am to noon (weather permitting) car park cnr. Cherry St & Kelly St Werribee. Free entry. Have a bite to eat and a coffee. Talk car stuff with car-minded people. Jeff 0412 705 245. John 0407 546 235.

- Rod Booley

This one is too good not to share.....

While walking down the street one day a Member of Parliament is tragically hit by a truck and dies. His soul arrives in heaven and is met by St. Peter at the entrance.

"Welcome to heaven," says St. Peter.

"Before you settle in, it seems there is a problem. We seldom see a high official around these parts, you see, so we're not sure what to do with you."

"No problem, just let me in," says the man.

"Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity."

"Really, I've made up my mind. I want to be in heaven," says the MP.

"I'm sorry, but we have our rules."

And with that, St. Peter escorts him to the lift and he goes down, down, down to hell. The doors open and he finds himself in the middle of a green golf course. In the distance is a clubhouse and standing in front of it are all his friends and other politicians who had worked with him.

Everyone is very happy and in evening dress. They run to greet him, shake his hand, and reminisce about the good times they had while getting rich at the expense of the people.

They play a friendly game of golf and then dine on lobster, caviar and champagne.

Also present is the devil, who really is a very friendly, nice guy who has a good time dancing and telling jokes. They are having such a good time that before he realizes it, it is time to go.

Everyone gives him a hearty farewell and waves while the lift rises. The lift goes up, up, up and the door reopens on heaven where St. Peter is waiting for him.

"Now it's time to visit heaven." So, 24 hours pass with the MP joining a group of contented souls moving from cloud to cloud, playing the harp and singing. They have a good time and, before he realizes it, the 24 hours have gone by and St. Peter returns.

"Well, then, you've spent a day in hell and another in heaven. Now choose your eternity."

The MP reflects for a minute, then he answers: 'Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorts him to the lift and he goes down, down, down to hell. Now the doors of the lift open and he's in the middle of a barren land covered with waste and garbage.

He sees all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash falls from above. The devil comes over to him and puts his arm around his shoulder.

"I don't understand," stammers the MP.

"Yesterday I was here and there was a golf course and clubhouse, and we ate lobster and caviar, drank champagne, and danced and had a great time. Now there's just a wasteland full of garbage and my friends look haunted and miserable. What happened?"

The devil looks at him, smiles and says: "Yesterday we were campaigning'.

"Today you voted".

The World's Worst Cars?

This month *Backfire* includes a car dubbed a "Financial Failure" in the book *The World's Worst Cars*. Please don't take offence if your car features in this segment - the series is only a bit of fun to add to our magazine. And after all, the views expressed are only one man's opinion!

As taken from *The World's Worst Cars* by Craig Cheetham

FINANCIAL FAILURES

"When it comes to a car being a flop, it's fair to say that a car which bankrupts its manufacturer is a pretty spectacular dud. And many of the vehicles in this selection did just that - huge development costs, appalling sales records and a complete lack of showroom appeal meant their makers could never recoup the enormous investment required to bring the car to market. ...Some did not lose money in themselves, but acquired such an appalling reputation that the damage they did to their makers' reputations meant the losses suffered later on were immense."

FORD EXPLORER (1994- 2003)

Specifications

TOP SPEED: 180 KM/H (112MPH)

0-96KMH (0-60MPH) 9.9 SECS

ENGINE TYPE V6

DISPLACEMENT: 4015CC (245CI)

WEIGHT: 2025KG (4500LB)

MILEAGE: 15.6L/100KM (18MPG)

The Explorer is a classic case of a car that in itself wasn't too bad, but which became the victim of circumstances and dire business management. In design terms, it was fine: a huge SUV with plenty of space and good standard equipment. But it was hit by one of the biggest safety scandals in motoring history, resulting in several multi million dollar lawsuits.

EXPLORER: THE CAR WITH EXPLODING TYRES

Between them, Ford and Firestone developed special tyres for the Explorer, and these were fitted as standard. But after less than a year, it became apparent that the rubber was a huge problem.

In one of the most documented legal battles in recent years, Ford and Firestone had to compensate many victims because of a tyre fault on the Explorer.

Tyres blew out randomly, thanks to a design flaw, and the Explorer's top-heavy dynamics meant the car often rolled as a result.

After several deaths and serious injuries, along with an ill-fated cover-up operation, the Explorer got new tyres, and the two companies behind the disaster had to pay up.

The Explorer went on to become a reasonably successful seller (with Goodyear tyres fitted as standard), but the initial lawsuit costs meant Ford never made a profit on the model, making it one they'd rather forget. Part of the Explorer's problem was that it was too fast for its chassis: the powerful engines weren't in keeping with the vehicle's top-heavy dynamics.

At least it was spacious and comfortable, with room for seven passengers and upmarket trim levels across the range.

The Explorer was face-lifted for 1997 and got a new, more rounded front end and chunkier wheel arches - but the new look failed to salvage the car's tarnished reputation.

Bad, but not shocking, the Explorer's fate was a shame because, exploding tyres aside, it was quite a good full-size SUV, and one that would otherwise have provided useful, reliable transport to many a growing family.

- Graham Pretlove



Balliang Sale a “Liquorice Allsorts”

The clearing sale held at Balliang on 12 November saw over 680 lots auctioned by a single auctioneer in just over three hours. Lots ranged from rusty wire to homemade, Ford-powered farm machinery of ingenious designs. Glassware, china, silver plate, books and furniture competed with old HV Mackay harvesters, hand tools and fencing strainers for the buyers’ attention. There were rusty bargains a plenty - if you knew what you were looking at and had a use for it. \$10 was the minimum bid and this often bought you much more than you intended, as unsold lots were bundled together until some money was forthcoming. The sale comprised the lifetime’s collection of a farming family.

Early Fords were the cream of the sale, with bundles of rusty T model parts being snapped up for as little as \$10 a bundle!

The top money earner was a “debadged” 1922 T model *Renown*, assembled and sold in Melbourne by car salesman, Edwin Brown. The car was 95% complete and had reportedly been running. This rare vehicle sold for \$7,500 but was to be a ground up resto for the new owner.

A 1920’s two speed Rucksteel diff made \$500 while a 1913 steel wheeled Sunshine header fetched \$600. Two old Fergie TEAs made around \$2000 each and two near new 22,000 litre poly water tanks around \$1600 each.

Yours truly spent just over \$30 on some sundries (which included a steel ammo box and contents that had disappeared when I came to collect it!). Despite this I had a thoroughly enjoyable day watching the crowd and picking through the collection. Little Morrie also enjoyed the “air out” along the Bacchus March Road and proudly carried home a couple of air pressure vessels that I plan to turn into camp cookers. – Ed



This rare 1922 T Model “Renown” made \$7,500 at the sale.

Some more on the T Model Ford “Renown”

According to an article on the Net, Edwin Brown in Australia bought Ford 'T' components, ground off the Ford markings and had four attempts at selling rebadged Ford 'T's from 1920 to 1927. These cars were named *Pine* (1st attempt), *Palm* (2nd attempt), *Renown* (3rd attempt) and finally the *Spark*. Brown was sued by Ford Canada for breach of patents.

Another site provides more information:

Time and place: Edwin Brown's "plagiarised" hybrid Ford/Holden

Plagiarism is most commonly associated with written work, but even motor vehicles can be ripped off. The 1920 *Palm Tourer* is an excellent home-grown example of this. It is the best known work of Melbourne car salesman and budding auto magnate Edwin Brown.

In 1917 after a successful career as a car salesman, Brown wished to become a manufacturer. He was a great admirer of the work of Henry Ford, the man who created the assembly line and gave the world affordable mass-produced automobiles.

But Brown’s desire went a little too far: he was so impressed with Ford’s ground-breaking Model T that he imported it and rebadged it as a vehicle of his own marque. Edwin’s only “manufacturing” tools were some large grinding wheels which removed the Ford script badge off the castings from the engine and anywhere else they might appear.

The Australian motoring industry then included several entrepreneurs who imported parts from US or British manufacturers, and assembled them into cars of their own name, with varying proportions of locally-built components, such as the chassis and bodywork. Brown, a well-respected motorcycle agent and manufacturer in Melbourne, took this to a new level, importing Ford Model T chassis and engine parts, converting them to right hand drive and assembling them with Australian-built bodies and radiators.

Unlike firms such as Duncan and Fraser (Ford agents), he did not market them under the Ford name, but instead as the “Palm”. If you’re wondering how Edwin could get away with such a brazen scheme, well he didn’t. While he was busy “manufacturing” other models like the *Pine*, the *Renown* and the *Spark*, news travelled to Henry Ford’s office.

Although Henry liked to sell cars (and was selling quite a few to Edwin) he was not happy to have his work passed off as someone else’s, so he set his lawyers to work. But even this did not sink Edwin Brown’s entrepreneurial ambitions: only when the Ford Motor Company set up shop in Australia, producing and selling cars locally, did Edwin’s scheme come undone.

Ctd Page 12

RALLY & RUNS

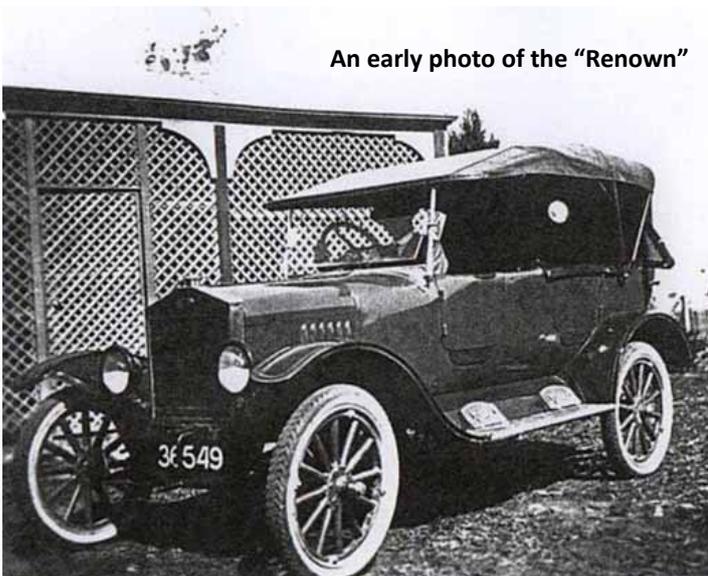
Narmbool Gardens Run



We had a lovely run up to Elaine on 19 November to view the beautiful gardens at Narmbool. There were about 15 cars on the run and I'm sure most would have been impressed with the newly-planted gardens just completed, after the bush fire destroyed much of the garden two or three years ago. A beautiful property that was donated to Sovereign Hill and is very well maintained, without a weed to be seen.

Thank you to all who attended this magnificent property.

Libby



An early photo of the "Renown"

Hot Dog Day

Thank you to the members who joined us for this day and a special thank you to Corey and Nadine for their help (and who also won the fuel vouchers).

Sorry about the wind but the sunshine was lovely.

Graham & Raelene

Geelong Show Display

Six Club cars were on display at the Geelong Show this year. Members and grandchildren enjoyed side show events, rides and most of all the viewing of the horses, sheep and other farm animals located around the show grounds.

The wood chopping was again one of the other highlights of the day, with all ages taking an interest in watching the men and ladies chopping through large logs with their well-prepared, sharp axes.

Unfortunately some light rain fell throughout the morning, but this certainly didn't stop the visitors enjoying the 2017 event.

Thanks to Rod and Libby for arranging this year's tickets and marshalling on the day.

Tim Christie

Quotes About Cars

"Money may not buy happiness, but I'd rather cry in a Jaguar than on a bus."

— *Françoise Sagan*

Brown's T Model Clone (ctd from Page 11)

The *Palm* was discontinued in 1921, although Brown continued to use T Model Fords as the basis for his 'Renown' and 'Spark' models until 1927.

Holden had a hand in all of this: long before being acquired by General Motors and manufacturing cars, the Adelaide company was a prominent coachmaker that built the body for this Palm. At the time Holden was quite happy to build a body to fit any make of car. Still, the Palm is a rare and interesting example of a car that is both a Ford and a Holden, disguising itself as neither.

A 1920 *Palm* is reportedly one of the very few survivors of the marque and was purchased at auction in 1993 as a restored vehicle. The vehicle is now on display at the National Motor Museum in Birdwood.

- *Matthew Lombard, a curator at the National Motor Museum, in Birdwood SA, writing in InDaily, 10 March 2017.*

October Tech night Inventions

Farmers are resourceful lot, including our club members. One made a homemade three point linkages grader, primarily used for clearing rocks from paddocks and later for general use. His second was a three point linkage fork, converted into a machine to unroll round bales of hay for feeding sheep, using two car wheels.

Another farmer/club member had made a controller for a boom spray, including a 'marker spray' for spraying paddocks. Switches operated solenoid valves. He also needed a larger chain sprocket but none was available so made it himself. He had to be accurate with the teeth spacing as the errors added up causing problems.

Campers are also a resourceful lot. Members showed us a tent peg puller and an airbed blower adapted from a hot air gun. We should have patented them as they became commercially made items years later.

John Hinkford's roof boot. The idea came from a round Australia camping trip, the prototype was so good that he then made them to sell. He sold many including printing leaflet for them. Then came Ash Wednesday and he had to put more time into his building business, rebuilding houses on Great Ocean Road and the roof boot went by the wayside.

Home made oil filler for gearbox, consisting of a low pressure vessel with a tube from the bottom connected to a hose with a tap. A tyre valve at the top was use to pressurise the vessel with a bike pump.

Peter Telfer's father invented and made a Foot Race Judging Machine. Each lane had a tape connected to a switch. When the tape was broken electrical wires to the machine caused a solenoid to drop a ball point pen onto a moving paper roll powered by a wiper motor in the machine. The order of the winner was indicated on the paper roll. The whole machine was powered by a car battery. Remember this was in the days before modern electronics.

Saw horse doubled as suction hose for pump; an electric drill used as an electric start for a difficult lawn mower; home made special tools for doing repairs, and more. You will be surprised what your member have done.

Lake Goldsmith

Club members Robin and Pat Evans had their vintage bike display at the 111 & 112 Lake Goldsmith steam and vintage rallies in November. In the program guide they had a ¼ page feature article and another ¼ page site information guide. Well done Evans!

- Lindsay Alford

WDHVC MEMBER PROFILE



Name?

Ken (age 92)

Where were you born?

Geelong

Family?

Wife (dec), 4 sons & 9 grandchildren

Number of years in the WDHVC?

20 years

Other interests?

Golf

What was your first vehicle?

1928 Graham with a Dodge truck engine

What vehicle would you love to own?

Ferrari

What vehicles do you have now?

E Type Jaguar, Sunbeam Alpine & Sunbeam Rapier

Profession?

Retired sales rep for motor company

Skills?

Handyman

What bugs you the most?

Young lady drivers !!!!

What makes you happy?

Good health

- Libby

Affordable British Classics

- first published in *Popular Classics* magazine,

November 1999

Standard Eight, Ten, Pennant

ONE of the most basic cars of the mid- to late-fifties was the Standard Eight, a no-nonsense, low-powered, simple, small saloon which provided essential transport to a good many families during the period.

The car was actually launched as the Basic Eight... a rare display of honesty by a car manufacturer! It had an 803cc engine producing a meagre 26bhp, and the four-door car had few comforts. Even the boot could only be reached from inside the vehicle, after folding down the rear seat!

An indication of the basic nature of the original car can be found in the list of improvements announced with the De Luxe version in May 1954. These included twin wipers, two sunvisors, winding windows and chrome hubcaps.

At the same time the Ten was introduced, with a 984cc version of the original engine. Surprisingly, this model achieved class and team wins



1958 Standard Eight: just the job for a trip to M&S...

in the '54 Monte Carlo Rally.

The Basic Eight was replaced by the Family Eight in May 1955, with improved trim.

The following month, Standard announced an estate version of the Ten, and later that year the Super Eight

replaced the De Luxe, with a better specification. At the same time the Family Eight was upgraded. Early the next year the Family Ten was introduced, and the Super Ten given the luxury of an external boot lid!

In 1956 and '57, Phase II

Eights and Tens were announced, as were Gold Star models.

Most attractive car in the range was the Pennant, a restyled version of the Ten, with changes to the bodywork, paintwork and interior trim.

Although the saloons were phased out from 1959, the Companion estate continued in production until 1961.

All these small Standards, even the Basic, are endearing cars with lots of character.

They're slow, but pleasant to drive, and surprisingly comfortable. Engines and drivetrains last well, but check bodywork for rust in the usual areas.

The very best saloon should cost no more than about £1800.

ENGINE/POWER

803cc/26bhp, 948cc/33bhp

SPEED 65-68mph

PRODUCTION 1953-61

ECONOMY 37-45mpg

Seal Fitting Tool

Fitting an oil seal from the inside (spring side) can be tapped in with a screw driver (hittable screw driver with steel all the way through) but this tool is quicker when this is part of standard repair on many machines. It is made from steel tubing with a rectangular steel bar welded across the top.

If the tube is too large a small section can be cut out and welded back together. Look on the inside and see where the tube has been welded together and cut here.

How much to cut out?

$$C = \pi D$$

$C = 3.14 \times D$ since we cannot measure 0.1 mm with a rule then:

$C = 3D$ if the tube is 4mm too big in diameter then:

$C = 3 \times 4 = 12\text{mm}$ is required to be cut from the tube.

Cut out 3 times the reduction in diameter.

Hope you enjoyed the mathematics lesson.

- Lindsay Alford



Great Mars Bar Competition The December Competition



This young man had it all worked out by the age of four. The so called "fossil fuel" which comes from under the ground at 1500 metres straight down, really now, did REALLY BIG fossils and plants live that far underground in the dark by the billions?

Not really. Well, anyway this fellow knows that the future is in renewable energy pedal power. As far as I know, he still drives this car to work daily at the expense of a lot of ribbing from his work mates. Let them laugh, pedalling costs nothing!

Now guess who it is and win an 'in use by date' Mars Bar at the next meeting.

I have run out of photos now: please check in the drawer for some old photos for the competition.

- Ray van Galen

More photos needed

Please sneak in your photo submissions to:

Ray van Galen
Ph 52789 368,
or
email rbvangalen@gmail.com



SALES, WANTED & CLUES

For Sale

1 tonne firewood. Cut to foot logs. \$50.

Oregon tradesman's bench in good order.
Best offer.

Shade house frame 20m X 6.5m, in sections. Steel frame, 50mm X 25mm tube. Bolts together. Best offer around \$800. Lyle Stow Ph 5243 2494.

12/17

FOR SALE 1956 Peugeot 203 Panel Van (GMC-238). Fitted drop-down rear seat. Side windows. Lots of extras. Still reg'd. To be sold unreg'd/no RWC. \$14,999.

Set of 5 x 15" tyres with 5 stud wheels \$350 lot.

Set of 4 x 16" LT radial tyres \$300 lot.

Bicycle collection including Penny Farthing, 4 seater quadracycle and others.

Genuine enquiries to Kevin Baker 0406 633 700 or 5248 3032 (after 6pm please).

11/17

Clues

New phone number for Merv Baum.

Now mob. **0438 434 758**. Landline disconnected.

For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the [newsletter](#) email

editor@wdhvcgeelong.com.au (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.au/wdsale.html>

All ads remain on the [website](#) until you request their removal. To remove an ad from the [website](#), email webd3sign@wdhvcgeelong.com.au (Ph 5253 1755)

The views/comments expressed in the publication of this newsletter are those of the individual contributor and are not necessarily endorsed by the current Committee of the Club. Whilst every care is taken to determine the safety of any technical information provided and the accuracy of the information supplied for inclusion in this newsletter, it is printed in good faith and neither the Committee nor the Club accept any responsibility for any loss or injury incurred by any application of such information.

If undelivered return to:
 WDHVC
 PO Box 200
 Newcomb VIC 3219

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PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA



BACKFIRE



1938 Morris 8 Tourer

December 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28 Craft/Tech Night 6pm Clubrooms "BRiLiANT"	29	30 November	1	2 Christmas Dinner Dance 6pm Clubrooms
3	4	5	6	7 Morning Coffee Run - Clubrooms 9.45am	8	9 Smell the Roses 10.30am Clubrooms
10	11	12 General Meeting 7.30pm Clubrooms	13 No Dine Out in December	14 Tinker Day 10.30am Clubrooms	15	16
17 Children's Christmas Party 11am Clubrooms	18	19 Committee Meeting 7.30pm	20	21	22	23
24	25	26	27	28	29 Jan 2018 Backfire Deadline	30
31 Happy New Year!	1 January	2	3	4 Morning Coffee Run - Clubrooms 9.45am	5	6