

BACKFIRE

Volume 51 No 5 September 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



BUICK



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 REPORT

Hi to all as we continue to shiver through a delightful winter!

However, nothing dampens the enthusiasm of the hardy club members.

On Wednesday there was a fine turn-up for the trip to the Fox Car Museum. Fifty nine members travelled by train, and had a splendid day out.

The very next day another 30 members in 19 cars travelled to Barry Goodear's home to inspect his impressive collection of all sorts of wonders. Sincere thanks to Barry, and those who offer their properties for our enjoyment.

If any of you think you have a little something of interest, please don't hesitate to contact Ray van Galen.

Special thanks again to Rod Booley and Ray van Galen for organizing these wonderful days.

Thanks also to all those who donated goods for our auction night which raised \$411: hopefully you all had fun as well.

Let's not let the chilly weather keep us indoors as there continue to be lots of fun activities to take part in.

Best wishes,

John.

*Photo: "Oops, how did I get here?"
Our president in his element.*



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 571 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 8TH AUGUST 2017 at 7.30PM

PRESIDING

President John Bailey opened the meeting and welcomed 114 members and visitors to the meeting.

New members Don Jarvie, Terry Van Slaggen, Graham Walker, Murray Turner and John Chrzanowski welcomed.

John raised the recent losses of Lynton and Ken. They will be sadly missed.

APOLOGIES

Alex Booley, Lindsay Rodgers, Gary McCreddin, Linda Parker, Kevin Hunter, Jim Maffett, Nancy & Duncan McIntosh, Eva Barwise, Max McKenzie, Cheryl Elliott, Raelene Pretlove, Glynn & Jennifer Gersbach, Lorraine Lee, Tim Booley, Kay McLennan, Jane Millard, Ron Jackson, Noreen Mellington, Andrew & Sarah Lamont, Teena & Damien Giustini

Moved: Roger Sykes

Seconded: Graham Cameron Carried

SICK LIST

None

MINUTES

Minutes of the previous general meeting as published in the Backfire confirmed as a correct record.

Moved: Libby Booley

Seconded: Graham Cameron Carried

CORRESPONDENCE (Fred)

INWARD

Letters

- Card from Marilyn Dryden thanking our Club members for their good wishes on John's recent surgery.
- New and replacement members badges received and distributed to members in attendance.

Emails

- Invitation to attend Temora Aviation museum.
- Price for advertising next swap in Just Cars.

CORRESPONDENCE

OUTWARD

Letters

- Letters to new members approved at the last committee meeting: Graeme & Barbara Walker; Stephen Arthey; Alex and Alysha Booley.

- Letter to inform VicRoads that two members on our club permit scheme have passed away.
- Letter to inform VicRoads that Mr Edie McNaughton is a current financial member.
- Get well card sent to Maurice Healey.
- Get well card sent to Lorraine Lee.
- Sympathy card sent to Linda Parker on the passing of Ken.
- Sympathy card sent to Celia Fletcher and family on the passing of Lynton.

Emails

- Lodgement of the club's annual statement with Consumer Affairs Victoria.

Moved: Rod Roach

Seconded: Leonie Saliba Carried

TREASURER REPORT (Maurice)

No report this month.

PROGRAM DIRECTOR (John)

Auction night this month.

LIBRARY (Gary)

No report this month.

DINE OUT (Frank - for Gary)

Next dine out will be at the Belmont Hotel.
14 members plan to attend.

EDITOR (Jon)

Peter McFarlane's family has donated his magazine collection to the club. The magazines are included in this month's auction.

FEDERATION REPORT (Peter for Cheryl)

No Federation meeting this month.

COMMITTEE REPORT

No report this month.

TINKER DAY (Ray)

Next Tinker day is to a mystery destination on the 17th. Twenty five members plan to attend.

MARS BAR AWARD

Libby Booley correctly guessed Netta Warren.

VEHICLE PERMITS (Gus)

No new cars on the permit scheme this month.

GENERAL MEETING MINUTES ctd

Gary Mellington brought his beautifully restored 1955 FJ Holden to the meeting and talked about the challenges in restoring the car over four years.

CRAFT NIGHT (Peter for Linda)

Members should just bring their sewing boxes this month. All welcome.

RALLY REPORTS/EVENTS (Rod)

- Fifty members attended a very successful casserole run.
- Another great Coffee Run was held with 30 members.
- Seventy members will be visiting the Fox Museum on August 16th.
- There will be a run to the Mt Moriac Hotel on the 20th.
- Over September runs to Queenscliff and Deans Marsh are planned.

LONG DISTANCE RALLY (Sharyn)

No report. Members going on the rally will meet briefly to agree meeting points.

TECH NIGHT (Peter)

This month's focus will be on favourite cars you have owned this month. Bring photos!

SWAP MEET (Fred)

No report this month.

GAPS

No report this month.

KITCHEN (Rhonda)

No report this month.

GENERAL BUSINESS

Brian Edwards spoke to the meeting about John Olsen's fund raising achievements. John will be the guest speaker at the next meeting.

FOR SALES, WANTED & CONFESSIONS

None this month.

Meeting closed at 8:25pm.

Next meeting to be held at 7.30pm on 12th September 2017 in the clubrooms.



Gary Mellington brought his beautifully restored 1955 FJ Holden Special to the August meeting and talked about the challenges in restoring the car over four years.

The car cost £1070 new. It was on EBay for \$5,500, but thanks to some of Gary's cash slipping down between the tow truck seat, he got it for \$4,500 (which is all he thought he had). The resto included extensive rust repairs to the floor, engine bay, sills and panels.



CLUB MERCHANDISE

Show You Belong

The WDHVC has items on display in the cabinet at the rear of the Clubrooms for members to purchase.

Those wishing to proudly show their membership of our club can select items including:

Coffee Mugs	\$15
Lapel Badges	\$10
Metal Car Badges	\$25
Black Geelong Plates	\$33

Don't forget the anniversary badges too!

If you are interested please contact David Mitchell (Ph 0409 099 716) or Rod Roach (Ph 0438 783 902).

RALLY & RUNS

Two events that surprised in different ways were included in the club's program of August activities.

Fox Museum Visit

On 16 August 60 members boarded the especially reserved carriage of the 8.55am Geelong to Melbourne train for the much-anticipated visit to the Fox car museum in the Docklands. This has to be one of the larger roll ups for a mid-week excursion. Obviously the lure of a cheap/free train ride, club sponsored admission and a breathtaking display of incredible cars worked their magic!



It was only a short walk from Southern Cross Station to the beautifully restored old red brick Queens Warehouse in which the cars are kept.

The Fox collection is amazing. It includes more than 50 prestige vehicles collected over 30 years by Lindsay Fox. The collection includes Bentley, Ferrari, Jaguar, Porsche, Mercedes Benz and Volkswagen. It contains vehicles previously owned by Ringo Starr, Bing Crosby and Bob Jane.

The owner's love of Mercedes was obvious, with one of the largest Mercedes-Benz car collections in the southern hemisphere and many fine marques on show.

They included the 200A Cabriolet (1934), 540K Cabriolet B (1937), 170S (1934), 220A Cabriolet (1952), 300S Cabriolet (1953), 300SL Gullwing (1956), 300SL Roadster (1957), 190SL Roadster (1960), 220SE Coupe (1960) and 190E Evolution II (1990).

Two informative and friendly volunteer guides took us around the two floors of the museum and spoke with passion about many of the valuable vehicles on show. There was plenty of time to take the tour then double back for a photo or a second look at a particular favourite.



We were even able to see the Fox workshops in the adjacent building (which also houses Kangan TAFE). Staff at the TAFE canteen were both surprised and delighted to serve us lunch: not sure what the TAFE students or teachers thought about the invasion of chattering greyheads occupying their canteen, but sales were definitely up that day!



Afterwards there was time to a stroll around the Docklands precinct (you had to hang onto your hat and lean into the wind) before boarding our mid-afternoon train home. A great day – well done to our events organiser Rod.



RALLY & RUNS

September Tinker Day

The following day was Tinker Day and the Mystery Destination provided a surprise of a different kind.

A 20km trip to Barry's farm led to an eye-popping collection.



Barry's love of vehicles (Morrie Minors in particular) was evident, with many machines in varying states repair scattered in and around the outbuildings – Morris, trucks, tractors, a fork lift and parts all over the place!



The original family home houses Barry's collections of smaller items. These had to be seen to be believed. Household implements sat beside mechanic's tools; every room housed its own assortment of items from yester-year, prompting much comment and discussion among the 30 or so members who braved the biting wind to take part.

A hot sausage in the sun, sheltering behind the shed, rounded out the day.



It was well worth the trip to see the result of what must be many years of collecting. Thanks to Ray for organising, and to Barry for sharing your fabulous treasures with us.

- Ed



CALENDAR OF EVENTS

WDHVC EVENTS

**See also -
calendar summary
on back page.**

22 AUGUST - TUESDAY

TECH NIGHT - "THE BEST CAR I'VE OWNED"

Bring along the car (if you still have it), or parts, photos, models, drawings, manuals, or anything else to do with it. Every one is expected to speak this time. Ladies are very welcome to attend Tech Night, or Craft Night, or have a chat. A plate (with something edible on it) would be appreciated.

WEAR YOUR NAME BADGE AND WIN A FREE CHOCOLATE FROG!

Peter Telfer 0427 526 938

7 SEPT - THURSDAY

MORNING COFFEE RUN to Deans Marsh.

Meet at Clubrooms at 9.45am. Contact Rod Booley 5281 5340 (0417 02 1982)

10 SEPT - SUNDAY

BYO PICNIC AT QUEENSCLIFF.

Meet at Clubrooms at 10am. Contact Rod Booley 5281 5340 (0417 021 982)

12 SEPT - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

Guest speaker John Olsen.

13 SEPT- WEDNESDAY

DINE OUT 6pm The Sphinx, Thompson's Rd.

Use some of the leftovers from the last share sale and come and join us.

13/21 SEPT

LONG DISTANCE RALLY.

We will be leaving from Rippleside at 8.30am on Wed 13th. Please include chairs, thermos and picnic gear. Travelling to Lakes Entrance, Merimbula, Bateman's Bay, then Lakes Entrance again. There will be lots to see and do. Lots of laughs and see some new country every time. Lots of stops for eating along the way and plenty of pit stops.

Sharyn Harris 0417 546 089 or 5259 2053.

17 SEPT - SUNDAY

COMBINED CLUB MT FRANKLIN PICNIC RALLY.

Contact Cheryl 5248 0734.

19 SEPT - TUESDAY

SEPTEMBER COMMITTEE MEETING 7.30pm.

26 SEPT - TUESDAY

TECH NIGHT "Toolmaking" 7pm to set up for a 7.30 start at the

clubrooms. The irrepressible Ray Matthews is bound to inform, amaze, and amuse you with his repertoire on a lifetime in his chosen field, at which he excels. If you don't consider yourself a technical person, here is your chance to lose some of your ignorance, and be entertained at the same time.

Ladies and visitors are always welcome. Craft Night in the main room, while we operate in the workshop. A plate (with food on it) would be appreciated for supper. Peter Telfer 0427 526 938

28 SEPT - THURSDAY

TINKER DAY NOTE: we will **NOT BE LEAVING FROM THE CLUB**, but

instead from Ray and Barb's place, **20 Newton Ave Bell Post Hill at 10am**. You can leave your car there and car-pool with another member if you like. Others might like to meet us at the service station on the hill just before Batesford. We are going to Buninyong to visit Bob and Marjorie Skewes to see what they have on the farm. Please bring your own mug, thermos, lunch, chair, and sense of adventure.

Ray van Galen 5278 9368. 0411 954 865

5 OCT - THURSDAY

MORNING COFFEE RUN.

Meet at Clubrooms at 9.45am. Contact Rod Booley 5281 5340 (0417 021 982)

OTHER EVENTS

18 NOV - SATURDAY

BENDIGO SWAP

FRI 13 to SUN 15 OCT

MOTOR CLASSICA Royal Exhibition Buildings, 9 Nicholson St,

Carlton. Australasia's premier event for vintage, classic and exotic motoring enthusiasts. As host of the Australian International Concours d'Elegance, Motorclassica features more than 160 pristine, rare and desirable machines representing the best from collections around Australia and beyond.

Fri – 9am to 6pm; Sat – 9am to 9pm; Sun – 9am to 5pm. Concession 1 day entry ticket \$30.

More info <https://motorclassica.com.au>

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.

Tell us what you think

Members' Survey Results

In July your committee invited members to complete five statements about the club and its activities. The survey sheet was emailed and posted to members and copies were also handed out at the July meeting.

Of some 320 members, 60 returned the survey, a return rate of about 19 per cent.

The responses were overwhelmingly positive, with 47 of the 60 replies very positive in their tone.

Here is a summary of the responses.

1/. The thing I enjoy most about being a member of the WDHVC is ...

Friendship/fellowship	Social	Sharing knowledge/interest	Guest speakers	Fun
28	14	12	3	2

The club rooms, tech talks, library, tinker days, BBQs, meetings, the Swap and "being able to drive my car" were each listed once or twice as enjoyable things about being a member.

2/. The club activities I take part in regularly are ...

Meetings	Short car runs	Tinker Days	Info/Tech Nights	The Swap
22	25	19	8	9

Dine Outs and Waterfront Displays were each listed three times.

3/. The club activities that don't interest me are ...

Nothing doesn't interest me	Long Runs	"Pub" runs	Dine Outs
9	4	5	2

Craft nights, social activities, BBQs, tech nights and static displays were each listed by one person. One comment that sums it up was: "Someone's always interested – not all will have the same interests".

4/. The things that I enjoy reading most in Backfire are ...

All of it	Cars/tech info	Stories	Adverts	Event reports & calendar.
20	6	10	8	16

5/. The thing I would most like to change about our club is ...

Members made over 30 written comments/suggestions about things they would like to see changed. While these are too detailed to include here, they will provide food for thought for your committee members, who will consider what you said and what the committee feels it can do implement your ideas.

Overview

In general the survey highlighted the variety of motivations and interests among our club members. (Certainly, if silence can be taken as being contentment, most members are happy with the way things are going.)

The replies that were received serve to reinforce the present approach: that is to offer a range of activities in the hope that there will be something for everyone to take part in and the knowledge that not every activity is going to please everyone.

Friendship, fellowship and a shared love of historic vehicles are clearly the overriding reasons for belonging and taking part – and that is as it should be!

- Ed.

The World's Worst Cars?

This month *Backfire* includes a car dubbed a "Design Disaster" 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

DESIGN DISASTERS

"These cars were design disasters for many different reasons. Some are just fundamentally terrible designs, flawed in a number of ways and often lacking an element that would seem far too obvious for most people to omit. Others are disastrous because they lack mechanical detail. They were fairly adventurous but failed because they hadn't been properly thought out."

MINI CLUBMAN (1969- 81)

Specifications

Top speed: 145KM/H (90MPH)

0-96KMH (0-60MPH) in 13.3 SECS

ENGINE TYPE: IN-LINE FOUR.

DISPLACEMENT: 1275CC (78CI)

WEIGHT: 699KG (1555LB)

MILEAGE: 7.0L/100KM (40MPG)

You can't improve on perfection, and the Mini Clubman is all the evidence you'll ever need. It was launched in 1969 as a supposed update to what was then the 10-year-old mini. In creating the Clubman, British Leyland's designers took the original Alec Issigonis shape and modified it to wear the company's new corporate nose, shared with the unspectacular Maxi. In essence, it wasn't such a bad idea - after all, the original Mini's engine bay was cramped, which made it difficult to work on. But whoever was responsible for the redesign was unsympathetic towards Mini's gorgeous looks, and the Clubman appeared too long, while the squared-off nose sat awkwardly with the curvaceous tail inherited from the standard Mini.

After 12 years of production, where it sold alongside the original car, the Clubman was shelved and the original continued.

It did give rise to one of the best Mini variants, though. Launched in 1970, the 1275GT was the spiritual successor to the original Mini Cooper, and while it might not have had the same rallying pedigree, it was still a great car to drive.

Maybe if the original Mini had never appeared and all we ever got was the Clubman, it would have been considered a great car. Instead, it's remembered as a case of a manufacturer trying to replace a car that didn't need replacing, and as such there was little point in it existing.

The hottest version of the Clubman was the 1275GT – a car intended to replace the legendary Cooper. It was fun, but not as good as its predecessor.

BL tried to make the Clubman posher than the standard Mini, so the dials were moved from the centre to the steering wheel. Unfortunately, that meant you couldn't see them.

The front of the Clubman resembled that of the Austin Maxi, a fact that really isn't much to shout about when you consider the larger car's many faults.

Power came from standard Mini engines, but with more room to work on them. The 1275GT version is as quick as a Mini Cooper, but much cheaper to buy.

What started off as a worthy idea to improve the original Mini ended in failure, as the designers blunted its nose and lost the smart good looks that attracted so many people to the original. While Britain may indeed be a small country, driving from one end to the other in a Mini Clubman remains a deeply uncomfortable experience.

CLUBMAN: Not a club worth joining.



“Jeeps” now built by four nations

The development of the Willys Jeep (derived from GP for General Purpose) for the United States armed services during World War II heralded a new era in versatile transportation. Those of us who had to do with the Jeep during the war have nothing but praise for the remarkable versatility of the little fighting vehicle, which has since grown up to take its place in civilian life.

The transformation of the ubiquitous Jeep has caused other manufacturers in the motor field to turn their attention to producing vehicles of a similar nature.

Land Rover's success

The first to see the possibilities in this field with a British Rover Company, who by quick action produced the Land Rover, and immediately “cashed in” in areas where the dollar shortage prevented the importation of the standard Willys Jeep. So successful was the Land Rover that the Rover Company now have a grip on a good-sized share of the market.

Successor to the Jeep in non dollar areas – the British Land Rover



Just after the war it was announced from Britain that the Nuffield organisation had developed a new Jeep for the British War Department.



This British army unit has a Nuffield chassis and a Rolls Royce engine

Italy enters the field

It was recently announced from Italy that the Fiat Company has produced a vehicle on Jeep lines to be known as the Campagnola which has since distinguished itself by completing the 9,500 miles between Algiers and Cape Town in 50 days. The Campagnola is powered by a four-cylinder 1900 cc engine.

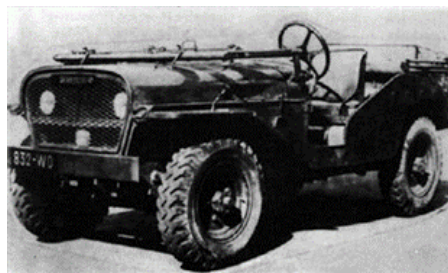
The latest news on the Jeep front is the announcement by Alpha Romeo that it has developed a Jeep for use by the Italian Army and powered by the four-cylinder 1900 engine with twin overhead camshafts.

The Campagnola, Fiat's new all purpose vehicle



France too

In France the Delahaye Company have produced a Jeep almost identical in appearance to the original Willys. Very soon we expect to hear of yet another nation's Jeep when it comes off the secret list.



- the Australian Monthly Motor Manual March 1952

Further research on the Net revealed the following extra detail on the Delahaye Jeep – Ed.

The prototype 'Delta' was developed during 1948 with both military and agricultural markets in mind and it was ready for inspection by the next year. The military version then underwent several revisions in design as it was tested between 1949 – 1950. The army finally adopted the resulting production model in 1951 and designated it the VLRD (Voiture Légère de Reconnaissance Delahaye - 1951 model).

Its sophisticated features included adjustable four wheel independent torsion bar suspension, four speed synchromesh transmission with high / low gear ratios and differential locking capability, aluminium dry sump engine and 24 volt electrical system.

The factory at Rue de Banquier in Paris produced just 9623 Delahaye jeeps in total. Most were the military VLRD but a small number of civilian 12 volt variants were produced in the form of the VLRC-12.

In financial difficulties, the Delahaye company was 'rescued' by Hotchkiss through a 1955 merger to create la Société Hotchkiss-Delahaye.

All of this played right into the hands of Hotchkiss who had secured the licence from Willys in the US to make parts and jeeps under licence in France. Later in the same year the army announced its decision to retain its stock of WW2 jeeps and get Hotchkiss to make more under licence.

GARDEN OF FRIENDSHIP

When I feel a bit lonely, or just a bit low,
To lighten my spirits, out gardening I go.
It's a garden of friendship each plant that I tend,
Reminds me of someone, and each one a friend.
When I gaze on the beauty, friend's faces I see,
And think of the plants they have given me.
The bulbs and the seedlings, the cuttings and all,
If it wasn't for friends, I'd have no garden at all.
In my garden of friendship midst colour and scent,
My friends are all with me and I am content!

VALE - KEN LINDSAY PARKER

Ken Parker was born Bannockburn on 6th February 1947.

He attended Geelong College and at the age of 14 his family bought a farm at Trainers Lagoon near St Arnaud. Ken finished his education at the St Arnaud High School and helped out on the family farm after school and at weekends.



When he was in his early twenties Ken's family also owned a farm close to Maryborough. There Ken explored a keen interest in a young checkout operator at the Woolworths Supermarket, Miss Linda Marshall. Ken's father died in 1975 and six months later Linda and Ken were married in Maryborough.

Ken, Linda and Ken's mother sold up and purchased a property near Colac to raise cattle and sheep. During this time Ken hurt his back and after two years this property was sold and a move was made to "Kinlossie", near Portarlington.

It was here that Ken's car collection grew. Ken was always passionate about cars but "Kinlossie" gave him the shed space to indulge his passion.

The persistent farming bug saw Linda and Ken buy another property "Bretten" at Campbell's Bridge, near Stawell. Crops, sheep and cattle occupied Linda and Ken for the next five years and after that time they moved back to "Kinlossie" at Portarlington, where the car collection grew some more.

For a while Ken sold real estate, then started a new career with Bellarine Bus Lines as a school bus driver. He then worked for McHarry's after they bought Bellarine Bus Line. During this time Linda and Ken sold "Kinlossie" and in 2002 they bought a two-storey home on the Esplanade in Portarlington.

After Ken retired they moved to St Albans Park where Ken was able to build his dream shed - and the collection really took off. Ken did not like computers but managed to look up cars and car websites and this made his search area far larger.

Ken passed away at the Geelong Hospital on 21st July 2017 due to complications after a short illness. Linda and Ken had been married for 42 happy years.

Ken was passionate about motor vehicles and a regular participant at club meeting and events.

The club extends its sympathies to Linda, the family and their friends.
Cheryl Elliot

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WDHVC MEMBER PROFILE



Name?

Max

Where were you born?

Geelong

Family?

Wife Gwen, 4 children & 8 grandchildren

Number of years in the WDHVC?

50 years

Other interests?

Woodwork model making & family

What was your first vehicle?

1955 100E Ford Prefect

What vehicle would you love to own?

Mustang GT

What vehicles do you have now?

A-Model Ford, Triumph TR3A, 1975 Cortina & 129 Pontiac

Profession?

Builder

Skills?

Woodworking, patience and reading

What bugs you the most?

Biased news reporting

What makes you happy?

Family and driving cars.



Lion John Olsen Long Distance Walker

Guest speaker Tuesday 12 September 2017



Lions Club of Geelong Corio Bay member John Olsen is our next guest speaker. John is 65 years of age and well known for his regular appearances on radio ABC's "Macca - Australia All Over."

He is a fun loving character with a mischievous streak and is guaranteed to entertain. He has a commitment to raise funds on behalf of children suffering from cerebral palsy and a rare and fatal disease known as leukodystrophy.

In 2003 he walked 5,500 kilometres solo from the Tip of Cape York Peninsula (Qld) southwards to the South-East Cape of Tasmania.

In 2008 he walked 7,500 kilometres from Steep Point (WA) to Byron Bay (NSW) and then south to Geelong and in 2016 he again walked solo from the tip of Cape York - south to Normanton and on to Camooweal, Alice Springs, Uluru, Kalgoorlie and then to Cape Leeuwin (WA) - once again - in the region of 5,600 kilometres. John has now raised over \$200,000 and in 2009 he kicked in \$10,000 of his own savings to support the Leukodystrophy Foundation of Australia.

The rest of the story is for John to tell. He will also be displaying his bicycle wheeled trailer affectionately known as "Wilson" at the clubrooms.

Your WDHVC committee has consented to John leaving a bucket at the exit door should you wish to donate a dollar or two.

Brian Edward

Affordable British Classics

- first published in *Popular Classics* magazine, November 1999

Triumph Herald

THE only one of the three mass-market saloon cars shown for the first time at the 1959 Motor Show to be built on a separate chassis was the Triumph Herald. More than 30 years later, this marks the Herald out as an interesting car for the enthusiast, not least because this type of construction is easier to restore from a seriously rusted condition.

The Herald was given the 948cc engine from the Standard Ten originally, with twin carburettors providing additional power for the coupé as standard, and as an extra on the saloon. It had

independent suspension all round with a transverse leaf and swing axle system at the rear.

Practicality was a strong feature, with a large boot opening down to sill height, and a huge, one-piece bonnet assembly which tipped forward, completely exposing



the engine, steering and front suspension.

It had rack and pinion steering, and a remarkably tight turning circle.

Welcome extra power came in 1961 with the 1200 models, fitted with 1147cc engines. Estate versions came a month later and, the following year,

the Courier van was added to the line-up.

The 1200 was uprated in 1963 with the introduction of the 12/50, which had a higher specification and 30 per cent more power. A further power boost came in 1967, with the 13/60 model, which used the Triumph 1300 engine.

Herald range included attractive convertible

All Heralds are pleasant and reliable cars to drive, and the extra performance of the later models makes them quite suitable for use as everyday transport.

Bodywork condition is less critical than with most of the Herald's contemporaries because of the use of a chassis, which needs a thorough checkover, even if it appears sound at first glance.

Most parts are generally available.

A top-flight saloon will cost about £1800, while a convertible is likely to

be £200-£300 more.

ENGINE/POWER

948cc/35-43bhp, 1147cc/39-48bhp
1296cc/51-61bhp

SPEED 70-85mph

PRODUCTION 1959-71

ECONOMY 35-42mpg

July Tech Night

July technical night was all about hub caps.

Topic included hub caps of all types; painted caps; two-piece construction - steel cap with chrome plated cover; knock on nuts to hold wheels on (this was a whole topic on its own).

All was revealed on technical night. Did you miss it? Sorry we do not have catch up TV.

Lindsay Alford

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Quotes About Cars

"After being bombarded endlessly by road-safety propoganda it was almost a relief to find myself in an actual accident."

- J.G. Ballard

BRISTOL

Newcomer with a Veteran's Record,
Lists these International Successes.

<p>1st in the standard car touring class of the TUSCANY CUP.</p> <p>1st in the 2000 c.c. class (2nd in open class) COMO LARIO Hill Climb.</p> <p>2nd in general touring class in TARGA FLORIO.</p>	<p>3rd in the standard car touring class in the STELLA ALPINA.</p> <p>3rd in touring class in MILLE MIGLIA.</p> <p>3rd in general classification—1st British car MONTE CARLO.</p>
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IMMEDIATE DELIVERY £1971
including tax.

COMMONWEALTH MOTORS PTY. LTD.
111-125 a'BECKETT ST., MELBOURNE, C.1. Telephone: FJ 5136.

Great Mars Bar Competition

The September Competition



This month's cute little fellow looks the part for the school business. Yes, the days when you had not a worry in the world.

Do you remember your own leather school bag just like his? I do. And what the dried out jam sandwiches wrapped in waxed lunch paper and stored in a leather bag tasted like on a 35 degree day at lunch time?

And what about the bottle of milk we all got that had been stored in the shade of the heat!

I could never get any kid to swap his nice canteen food for my smelly old jam sandwich, but this fine looking lad might have been able to.

Join in the fun and try and guess who it is and win a HUGE gob stopping Mars Bar.

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

1971 Dodge Phoenix 400 series. No 70.
4 door pillarless. 383 big block. Small dent in right fender. Upholstery & trim in fair condition. Presents extremely clean & looked after. VIN Nos: P43 242; 11/71 DG6-P-43-BK25-242; WA TAUB4120. Asking \$13,000.
Gaye McKiernan 0412 603 589. **9/17**

Wanted

Wanted to Buy.

Seeking to buy a DS19 or DS 21 Citroen sedan.
Call Karl Lorenz on 5284 1451. **9/17**

Wanted - information I have a direct drive Chinese compressor. The motor runs but fails to build up sufficient pressure. I have taken the head off and the reed valves appear OK? Any help? See me at a meeting or Tech Night - Lindsay Alford **8/17**

A skilled panel beater to prepare a MK 2 Jaguar for spray painting (minor damage to panels). Ph Gayle or Peter Donovan 0428 599 331. **7/17**

Wolseley Series 1 - 1500 1958 workshop parts manual as issued with car when new. Ph Bill 5264 5141. **7/17**

Clues

1928 Dodge Fast Four from a deceased estate. Further information Alex McLaws 0425 878 957. **7/17**

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)

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

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PP 1000/19091

POSTAGE
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 AUSTRALIA

BACKFIRE



1975 Thunderbird

September 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31 August	1	2
3	4	5	6	7 Morning Coffee Run – Deans Marsh Clubrooms 9.45am	8	9
10 BYO Picnic Queenscliff Clubrooms 10am	11	12 General Meeting 7.30pm Clubrooms	13 Dine Out 6pm The Sphinx	14	15	16
LONG DISTANCE RALLY			LONG DISTANCE RALLY			
17 Combined Mt Franklin Picnic	18	19 Committee Meeting 7.30pm	20	21	22 Sept Backfire Deadline	23
LONG DISTANCE RALLY			LONG DISTANCE RALLY			
24	25	26 Craft/Tech Night 7pm Clubrooms "Toolmaking"	27	28 Tinker Day 10am <u>20 Newton Ave, Bell Post Hill</u>	29	30
1 October	2	3	4	5 Morning Coffee Run Clubrooms 9.45am	6	7