

# BACKFIRE

Volume 52 No 3 July 2018

PO Box 200 Newcomb VIC 3219  
[www.wdhvcgeelong.com.au](http://www.wdhvcgeelong.com.au)



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



*Monaro*



*Hummer*

*De Soto*  
MOTOR CARS



*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.

## CONTENTS

|   |    |
|---|----|
| HONORARY OFFICE BEARERS AND COMMITTEE - 2018/2019 ..... | 2  |
| CONTENTS .....  | 3  |
| PRESIDENT'S PIECE .....                                 | 3  |
| GENERAL MEETING MINUTES .....                           | 4  |
| GENERAL MEETING MINUTES ctd .....                       | 5  |
| FEDERATION LETTER .....                                 | 6  |
| FEDERATION LETTER .....                                 | 7  |
| CALENDAR OF EVENTS .....                                | 8  |
| CALENDAR OF EVENTS ctd & JUNE FEATURE VEHICLE .....     | 9  |
| MOTORING MISFITS (Cedric) .....                         | 10 |
| RALLIES & RUNS .....                                    | 11 |
| CAN YOU SHED SOME LIGHT?.....                           | 12 |
| AFFORDABLE BRITISH CLASSICS .....                       | 13 |
| MEMBER PROFILE and MARS BAR COMPETITION .....           | 14 |
| SALES, WANTED & CLUES .....                             | 15 |
| CALENDAR .....  | 16 |

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## President's Piece

As we gradually go deeper into the Winter months and the cold sets into our ageing bones, take a moment and think of our fellow members that have, or are going to, head north for the cold season. Buggers!

And of course this weather of late has caused the Ex-president's President's rally to become an Ex - Ex-president's President's rally. The amount of rain leading up to the day and the wind chill factor across the paddocks would have made the event impossible to hold and unbearable to endure. We will look for a more favourable time to reschedule and let you know at a meeting or in the Backfire.

We had another terrific coffee run this month. It is such a great social event where all manner of things get mulled over whilst enjoying a nice cuppa and a cake. I think there was over 30 in attendance and it certainly kept the waiter and coffee machine occupied.

On a sad note; we were all very saddened to hear of the unexpected passing of June Matthews. It was a shock and she will be missed by many of us. Our thoughts and condolences go to Bryce and his family.

I've spent some time in the shed this last month. Having painted the engine bay, I now have the engine and gearbox mounted. I needed to get an Mk2 Escort clutch cable for this project and after checking on-line and finding them available in Australia for between \$195 - \$250 + postage, I had a look at UK sellers.

Not surprised to find several available and had one sent for the princely sum of \$28.17! Took 10 days but was worth the wait. This is not the first time I have encountered such market gouging from local sellers. It's a global market now so I don't understand how they think it is going to work. Probably goes without saying, shop around.

As I like to say. "Get out in your car or get out in your shed."

Dallas

# GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 581 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.  
HELD AT THE CLUBROOMS ON TUESDAY 12<sup>th</sup> JUNE 2018

## PRESIDING

President Dallas Jones opened the meeting and welcomed new member Sam Harris and 102 members to the meeting.

## APOLOGIES

Ray van Galen, Kevin Hunter, Libby Booley, Graham & Raelene Pretlove, Tiny Stonehouse, Eva Barwise, Betty Jenkins, Bernie & Jean Ellson, Yvonne Cisco, Hank Fiolet, Lorraine Collinson, Noreen Mellington, Bryce Matthews, Eric Lewis, Robert East, Lindsay Rogers, Jane Millard, Ron Jackson, Lindsay Noble, Murray Foran, Harry Tonkin, Paul Strickland, Ern Miller, Steve Funston, Nancy & Duncan McIntosh.

Moved: Graham Cameron

Seconded: Jim Coates Carried

## SICK LIST

Our condolences go to Bryce Matthews on the passing of June .

## MINUTES

The minutes of the previous general meeting as published in the *Backfire* confirmed as a correct record.

Moved: Roger Sykes

Seconded: Ken Parry Carried

## CORRESPONDENCE (Fred)

### INWARD

#### Letters In

- Moriac Hotel - new menu and invitation
- Corio Waste Management - account for hire of bins for swap
- Bendigo Bank - cheque book
- Superb Security Services - services to swap
- The Gordon - receipt for the printing of the Backfire
- A & A Liddle - cheque for 2 indoor swap sites for 2019
- The Sign & Badge Centre - various name badges

#### Emails In

- Camp Quality- car run from Avalon to Clunes raising money for kids with cancer
- Peter Teller - proposal to organise a Willys Overland Club Rally

## OUTWARD

### Letters Out

- New Members - welcome letters to new applicants at the last committee meeting and becoming new members on payment at the general meeting: Sam Harris, Fred Dosser, Murray Turner, Katelyn Smith, Les Szalinki, Rachel Stewart.
- Sympathy Card sent to Bryce Matthews on the passing of June.

### Emails Out

Nil

Moved: Leonie Saliba

Seconded: Barry Collinson 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: Maurice Healey

Seconded: Graham Baldock Carried

## PROGRAM DIRECTOR (John)

Ex President's rally this month.

No guest speaker this month but Neville Briggs will present on oil refining at the next meeting.

## LIBRARY (Gary)

Gary entertained the meeting with a story on Dame Nellie Melba .

## DINE OUT (Gary)

Next Dine Out will be at the Sphinx.

## EDITOR (Jon)

No report this month

## FEDERATION REPORT (Cheryl)

- The Federation recommends that members check that Vic Roads updates their system when renewing permit registrations.
- Members are reminded that now is the time to submit applications for the Robert Shannon Scholarship.
- At the request of the Federation a letter was read out at the meeting. The full text will also be included in the *Backfire*.

## COMMITTEE REPORT (David)

In addition to issues already separately discussed at today's meeting, the last committee meeting topics included:

## GENERAL MEETING MINUTES ctd

- Admission of new members;
- Swap Meet report;
- Volunteer needed for the Bendigo Swap site tent.

### MERCHANDISE (David)

- Club windscreen banner example shown.
- Log book reminder stickers are now available.

### TINKER DAY (Rod for Ray)

See the next *Backfire* for details.

### MARS BAR AWARD (Dallas for Ray)

No one picked Lindsay Hose so he got to take home the Mars Bar.

### VEHICLE PERMITS (Gus)

- From June 1<sup>st</sup> there is a \$1200 fine for driving an unregistered vehicle (up from \$750).
- 11 members currently are now due to renew their club registration.
- 4 new cars added to the club registration over the last month.

### DISPLAY VEHICLE

Ken Parry spoke to the meeting about his Leyland P76 on display at the meeting. It is one of the 2,176 Executive models built. It is an original Geelong car and a magnificent example of an underrated part of Australia's car manufacturing history

### CRAFT NIGHT (Linda)

No meeting this month.

### RALLY REPORTS/EVENTS (Rod )

- Another very successful coffee run.
- Thanks to the eight dogs who attended the Puppy Rally.
- Good turn up of 32 members on the Bannockburn Pub run.
- Four of our club cars joined the Hamilton Rally.
- Echuca Steam rally was very successful but marred by the recent heavy rain.
- The weather was good for the recent Historic Winton.
- Upcoming events:
  - ⇒ Ex president's rally this weekend
  - ⇒ Coffee run July 5
  - ⇒ Timboon Cheesery run July 8
  - ⇒ Caravan Weekend away to Warnambool August 3 - 5
  - ⇒ Winchelsea run August 19
  - ⇒ Long Distance rally August 22- 30

### LONG DISTANCE RALLY (Sharyn)

Eight member cars will be on the rally this year.

### TECH NIGHT (Peter)

Rob Kaub will demonstrate panel beating at this month's Tech night.

### SWAP MEET (Fred)

No report this month.

### KITCHEN (Rhonda)

No report this month.

### GUEST SPEAKER

No guest speaker this month.

### GENERAL BUSINESS

- Ken Royce was presented with his 25 year membership badge.
- Graeme Walker has kept a well known 1977 Fairlane within the club.

### FOR SALES, WANTED & CONFESSIONS

Low mileage Holden Barina for sale \$5000.

Meeting closed at 8.55pm.

***Next meeting to be held at 7.30pm on 10th July 2018 in the clubrooms.***

- Leigh Dwyer



***Pictured last month: a couple of mates having a quiet lunch to help Gus Shea celebrate his 70th. Left Nick Neeson, centre David Koch and of course Gus on the right***



# Federation

of Veteran, Vintage & Classic Vehicle Clubs Inc. AC/00029X

Correspondence: P.O. Box 175, Brunswick East, Victoria, 3057

## FEDERATION COMMITTEE REPORT TO MEMBER CLUBS

To be read to Members and included in your newsletter.

**Dear Members,**

There has been much discussion in recent months around issues affecting the historic vehicle movement, including the future role of representative groups. The Federation Committee meeting and Delegates meeting has just been held in Maryborough and from this we wish to communicate some important matters.

Since 1970, Federation has worked tirelessly to further the aims of the historic vehicle movement. Quarterly meetings are held around the State, which gives all Clubs the opportunity to attend, to discuss items, promote activities, acknowledge milestones, share and resolve matters of concern, and be advised of national events and concerns. Refreshments are provided at no cost to the Delegates present, as well as a financial contribution to the host Club.

Federation remains active in the support of grass roots motoring, running five free picnic days across the State with prizes allocated on participation to encourage attendance and enable interaction with other Clubs. More recently we were delighted to be able to support the Motorshow of Support in Warrnambool to raise funds for those affected by the fires. We have run and still do major statewide tours each year, alternating between the Federation Tours for all with vehicles up to 25 years old, and the Golden Oldies Tour for Vintage vehicles.

Oscar Wilde's quote of "Imitation is the sincerest form of flattery" certainly applies here given the number of Tours that have been created since.

From these Tours Federation has donated over \$10,000 to Cancer research as we know this touches everybody.

Federation has conducted the world class Bendigo Swap Meet for over 40 years. This provides vital funds to support the ongoing work of the movement, distributing funds to Clubs who provide volunteers, together with providing trophies for your Club's invitation events, and financial assistance via Capital Grants to further your Club with long lasting benefits.

Federation has also organised Australia Day in Melbourne for 40 years from the early days of the Cavalcade through to the static display in the gardens until recent restrictions have made it unviable.

With no remuneration paid to officers or staff, no offices to maintain, all work is being done voluntarily, because we are all part of the movement and don't seek any personal benefit. Federation has had no trouble filling positions on committee. All this has allowed your Club's subscription to remain at a very low rate of just \$100.

Federation is a foundation member of the Australian Historic Motoring Federation which is made up of nine councils from all States and Territories that meet to discuss issues affecting or enhancing the movement on a national basis.

• *Proudly Supporting Victoria's Historic Vehicle Movement* •

Federation has provided Presidents and Secretaries over many years as well as financial support when necessary. We currently have two Committee representatives as trustees of the Robert Shannon Trust, and two Committee people helping with the 2020 National event in Albury and helping to run this national body.

Federation has always looked to national issues that affect us all. Some other representative bodies have not participated in the last 4 meetings, three of which were phone meetings and one in person at the Bendigo Swap.

At the AGM of the AHMF held in August it was resolved the AHMF would write a letter of support for the removal of Luxury Car Tax on the importation of vehicles older than 25 years. AHMF were also seeking support of the 9 councils, together with a financial contribution. Only 2 councils supported in this manner and Federation opted to not provide any financial support, given the small numbers affected.

Some members in Victoria and Queensland have voiced their concerns with Federation not individually supporting this campaign, however we were prepared to stay with the AHMF support as obviously were the 6 other councils who took the same view. There was no mention from Delegates or a motion of support or opposition at any of the more recent Federation meetings.

We enjoy a good relationship with VicRoads, have been involved in the reviews of the Club Permit Scheme, have regular consultations when needs arise and are in discussions about pending issues. We are constantly protecting the scheme and providing details of vehicles not being used in the spirit. Certainly we had concerns over the 5 year review of the CPS and our concerns then are the ones we are all dealing with now.

Regretfully there seems to be rumours and discussions in some clubs and sectors that there should only be one overall group representing the movement in Victoria. Presently there is the ASRF, CAMS, AOMC and Federation, these bodies work in differing manners to support all Clubs throughout the State.

Surely no one organisation has all the answers, and expectation of this is not reasonable, however Federation has recently been targeted on matters, including some Clubs who have used their President's Reports to criticise and mock Federation without any appreciation or understanding, and with limited knowledge other than hearsay or inaccurate third-party information.

In the future Federation still has a lot to do. We will continue with the Picnic days, continue with the Bendigo Swap, Federation Tours, the 2020 AHMF Tour, and holding Delegates Meetings across the State.

We will continue to meet with other State bodies and VicRoads on matters affecting the movement, but most importantly we will be there at grass roots level, and continue to work on your behalf for the benefit of all members to ensure the best outcome for all the movement, supporting the historic vehicle movement and assisting your Club as we have done for nearly 50 years.

With all of this in mind, we look forward to your continuing participation and support.

Do we have the support of your Club and members for Federation?

*Letter from Federation—reproduced as per the decision of the June meeting.*

*- Ed*

# CALENDAR OF EVENTS

## WDHVC EVENTS

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

### 26 JUNE - TUESDAY

**TECH NIGHT** Rob Kaub will share his lifetime of skills and adventures with us. Ladies and guests welcome. Bring your friends. An opportunity to share knowledge and experiences with like-minded people, old or young. Clubrooms - fourth Tuesday of each month, around 7pm for a 7.30 pm start. We enjoy a cuppa and cake and biscuits afterwards, so a plate of food would be appreciated.  
*Contact: Peter Telfer 0427 526 938*

### 5 JULY - THURSDAY

Meet at clubrooms at 9.45am.

### **MORNING COFFEE RUN.**

*Contact: Barb van Galen 5278 9368.*

### 8 JULY - SUNDAY

Cheese tasting with soup, scones jam & cream, tea and coffee for \$16 per person. Meet at clubrooms 10.30am.

### **TIMBOON CHEESERY RALLY.**

*Contact: Barb van Galen 5278 9368.*

### 10 JULY - TUESDAY

**GENERAL MEETING** 7.30pm. Clubrooms.

### 11 JULY - WEDNESDAY

Find a voucher in the paper and join us.

**DINE OUT** 6.15pm. Waurm Ponds Hotel.

*Contact Gary McCredden 5275 2544*

### **NO JULY COMMITTEE MEETING**

### 19 JULY - THURSDAY

### **TINKER DAY.**

10.30am at clubrooms. This is the one day in the year that we can all think back to the hardships our parents had to go through to bring us up that were born in the late 1920's. Soup lines run by the Salvation Army and other organisations saved a great many people from starving to death in the Great Depression of the 1930s era. Our lovely car club ladies will again supply us with the finest soup and bread known to mankind on this Tinker Day. If you need something else to eat, then bring your own food. Not only that, but it is also our members' opportunity to show us all what they have that is interesting, strange or unusual. Come along and see what is there.

*Ray van Galen. Home Ph 5278 9368. Ray's mobile 0411 954 865. Barb's mobile 0408 664 537*

### 22 JULY - SUNDAY

Bring a casserole or sweet to share. Meet at the clubrooms at 11.30am.

### **CASSEROLE LUNCH AT THE CLUBROOMS.**

*Contact: Barb van Galen 5278 9368.*

### 24 JULY - TUESDAY

**TECH NIGHT EXHAUST/EMISSIONS.** Bring along any mufflers, resonators, catalytic convertors, hot dogs, exhaust whistles, pipes, tips, hangers, manifolds, headers, extractors, or anything else. David Mitchell will give a talk on emissions, and the rest of will talk about just about anything exhaust. Ray Matthews will probably amaze and amuse us with more of his off-topic subjects, but that's OK, we appreciate him. We all have a good time, and always learn something that we didn't know. The day that you stop learning is the day you die, so come along and prolong your life by another day.

Ladies, visitors, hot rodders, and even non technical people are always welcome (even Collingwood supporters). Ladies have four options - be part of Tech Night, be part of Craft Night, sit around and have a cuppa and a chat, or stay home and miss out. We have a cuppa and supper at the end, so a plate with food on it would be appreciated. Wear your name badge and you get a FREE CHOCOLATE FROG.

*Contact: Peter Telfer 0427 526 938*

### 27 JULY - FRIDAY

### **AUGUST BACKFIRE DEADLINE**

*Contact: Jon Breedveld 0417 311 441*

### 2 AUGUST - THURSDAY

**MORNING COFFEE RUN.** Meet at clubrooms at 9.45am.

*Contact: Rod Booley 52815340 (0417 021 982)*

### 3 - 5 AUGUST

### **CARAVAN/CABIN WEEKEND IN WARRNAMBOOL**

We will be staying at Surfside Caravan Park ph 5559 4700. There are Cedar Cabins for \$100 per night if staying two nights. Powered Caravan sites \$35 per night, but seniors get a discount.

If you are booking a caravan site, tell office staff that you with WDHVC members in the cabins as there are sites near the cabins so we can all be close. Please do your own booking and then let me know.

*Contact: Sharyn 5259 2053 or 0417 546 089*

### 19 AUGUST - SUNDAY

### **LUNCH RUN TO BARWON HOTEL, WINCHELSEA.**

Meet near Waurm Ponds Hotel car park at 11am.

*Contact: Rod Booley 52815340 (0417 021 982)*

## WDHVC EVENTS (ctd)

**22 - 30 AUGUST**

**LONG DISTANCE RALLY 2018**

We will be leaving on Wednesday 22nd August for Mildura and the silos on the way. It is always a good time with lots of food and fun.

Contact: Sharyn 0417 546 089.

## OTHER EVENTS

**26 AUGUST - SUNDAY**

**FEDERATION PICNIC AT MARONG.**

**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

## June Feature Vehicle

At the June meeting Ken Parry had his immaculate Crystal White Leyland P76 on display. Ken has owned the car for two years and bought it from a widow after it had been in storage for seven years. It is one of only 2,176 Executive models built. It is an original Geelong car, bought from Brown and Murphy, and a magnificent example of an underrated part of Australia's car manufacturing history. At the recent National in Woodonga, Ken's car was the runner up in the Executive class.

The body design parameters of the P76 were strength, simplicity, ease of maintenance and plenty of passenger and luggage space. The styling was by Michelotti, with a wide, flat wedge shape giving a low nose, deep hip-lines and a big, squared-off tail. There were fewer body parts than usual for a car that size, which added strength and saved on welding time and cost.



The P76 engine was a derivative of the ex-Buick V8 that powered the Rover 3500. The Rover engine was developed to a point where it was

almost a new design. The block was made deeper and stronger and the stroke was lengthened to square so the pistons displaced 4.4 litres. It was fed by a Bendix Stromberg two-barrel carburettor in place of the twin SUs used in Rovers. The power output was said to be 161 kW. Leyland stuck to the idea of offering a choice of engines. The alternative to the V8 was the six-cylinder unit from the Austin Tasman and Kimberley, enlarged from 2.25 to 2.6 litres. It kept up the percentage of local content and filled the gap while the Leyland engineers produced a new Y6 based on the alloy V8.

Front suspension was by vertical struts and coil springs, with an anti-roll bar. Rear suspension was



by coil springs, a four-link live axle and telescopic dampers. Power brakes were a standard fitting, working 27 cm discs forward and 23 cm by 3.8 cm drums aft. Steering was by rack and pinion, with power steering for V8s.

The P76 was intended as a rival to large local models like the Ford Falcon, the Holden Kingswood, and the Chrysler Valiant. But, due to the first real fuel crisis and demand far exceeding the supply, Leyland rushed the assembly process with the first of the P76s to come off the assembly line, resulting in poor build quality and some reliability issues. The combination of the rushed assembly, fuel crisis and strikes at the component manufacturers' factories, resulted in the Leyland P76 being labelled a lemon, despite receiving the *Wheels* Car of the Year in 1973. By 1974, sales had slumped and BMC decided to end the production of the P76. Although it has been labelled a lemon in Australian motoring history, the P76 has become an iconic Aussie car and has a loyal following. Ken says it is a lovely car to drive.

***You really can put a 44 gallon drum in the cavernous P76 boot!***





# The World's Worst Cars?

Featuring cars dubbed a "Motoring Misfit" 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

## MOTORING MISFITS

"Some cars are truly awful, yet it is impossible to pinpoint why. They are either out of place because they are so obscure, or – worse – are completely wrong in almost every respect. They are motoring monstrosities that should never have seen the light of day ... Many of them are historically interesting and may even have acquired something of a cult reputation."

### DATSUN CEDRIC/300C (1961-80)

#### Specifications

TOP SPEED: 200KM/H (120MPH)  
0-96KMH (0-60MPH); 9.9 SECS  
ENGINE TYPE IN-LINE SIX  
DISPLACEMENT: 2393CC (146CI)  
WEIGHT: 1232KG (2737LB)  
MILEAGE: 12.8L/100KM (22MPG)

#### CEDRIC THE TOUGH CAR WITH A BAD NAME.

In order to strengthen sales in export markets, Datsun (later Nissan) decided to introduce a large executive car to appeal primarily to wealthy male buyers. So it needed a suitably masculine name. Cedric wasn't it. Inspiration came from the story *The Little Prince*, in which the name of the hero was Cedric. Datsun wanted to give the car a 'distinguished English-sounding name' that would appeal to upper-class customers. Instead, they ended up with an old-fashioned and wimpish moniker.

In 1966, the 'Cedric' was dropped in export markets, as it was felt that the unfortunate name was hindering sales. Nor were these helped when Nissan later changed the name to 'Gloria': another disaster. Worse, this was not even an especially attractive car. Incidentally, Nissan Cedric is an anagram of 'canned crisis'. Strangely apt.

One area where the Cedric did excel, though, was as a big old bruiser on banger-racing tracks, where its tough rear-drive layout and strong body panels made it the perfect tank for competing in demolition derbies, taking a huge amount of punishment before finally grinding to a halt.

Luckily, this means that very few have survived, having instead gone out in a blaze of glory smashing each other to smithereens. So perhaps Cedric was a tough guy's name after all?



Whichever generation of Cedric you went for, you were guaranteed a car that was huge, cumbersome and not especially well-finished.

The Cedric always had a decent engine, with a choice of six-cylinder units. Later 300C examples had a 3-litre (183ci), straight-six and were capable of cruising at over 193km/h (120mph), but the soft suspension and vague steering meant it was never sporty.

Japanese makers have never quite got the measure of luxury-car interiors, and the Cedric was no exception. The seats of pleated velour and grey plastics, then ask yourself this: wouldn't you rather have a Mercedes-Benz? It had equipment to rival the best European manufacturers, but the design was bland and the finish cheap.

No car was ever going to be a success with a name like Cedric. There have been bad choices since then, but surely this is one of the earliest examples of the makers getting it totally wrong.

- Graham Pretlove



# RALLY & RUNS

## June Tinker Day

This month we visited the home of Jack and Dorothy Thomas in Grovedale. We had magnificent sunny weather and a very large number of members turned up to enjoy the day.

Jack has a great collection of immaculate vehicles including his Model T Fords, V6 Capri, V8 Mercedes and well as his current Renault 750 project. He also has workshop capabilities that many visiting members were in awe of.

I think everyone who attended was impressed with the neat and tidy workshops and storage areas Jack has set up with everything labelled and every space utilised.

Jack also gave the group a demonstration of how to test Model T Ford ignition systems on his home made tester. He also makes the trembler coil mounted in a crafted wooden box as per the original assembly including the stamping dies he made himself to fabricate the brass components.

He also showed the workings of a Wilson pre selector gearbox from a 1935 Armstrong Siddeley and demonstrated how each of the gears were selected. Jack told us that he acquired the gearbox when he was 15 and dismantled/assembled it many time learning how it worked.

If that wasn't enough he also demonstrated how he made some of the panels for the Model T using wooden forms he had made which were then used to form aluminium sheet into the desired shape.

Dorothy also provided some delicious hot nibbles and the large number that visited were very impressed.

Great day had by all even if I did end up with a bad case of workshop envy which I hope to get over soon.



- David Mitchell

# Can You Shed Some Light?

In among the burgeoning heaps of accumulating mechanical fascination at Gus's place, he has come across this early set of lighting for the front of something. Best guess to date is a 1920s, perhaps early 30s vehicle? The steel frame is made to fasten to the inner edges of the front mudguards and the headlights appear to be designed to adjust horizontally by means of a nut and bolt on each inner edge. A mounting peg for each parking light is welded to the centre bottom of each stirrup.

Any ideas about the make and year of vehicle it comes from? No Freddo Frogs or monetary reward are available, but we would be fascinated to know its origins. Email me at [editor@wdhvcgeelong.com.au](mailto:editor@wdhvcgeelong.com.au) or call 0417 311 441 if you can help.



The web contains 100s of photos of old cars and many appear to carry headlights similar to our mystery set - but I haven't found any identical images among the many I have perused.

Over to you!

(It's a global question! Something that lens itself to reflection. Needs a lightbulb moment!) *Groan!* - Ed

## Homeless Man

I talked to a homeless man this morning and asked him how he ended up this way.

He said, "Up until last week, I still had it all. I had plenty to eat, my clothes were washed and ironed, I had a roof over my head, I had HDTV and Internet, and I went to the gym, the pool, and the library.

I was working on my MBA on-line. I had no bills and no debt. I even had full medical coverage."

I felt sorry for him, so I asked, "What happened? Drugs? Alcohol? Divorce?"

"Oh no, nothing like that," he said. "No, no.... I was paroled..."



# Affordable British Classics

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

## Ford Consul/Zephyr/Zodiac Mk II

**A**MONG the very best cars produced in the late fifties were the excellent second generation of Ford family saloons, the Consul, Zephyr and Zodiac. Launched in 1956, the cars were complete revisions of the Mk I series which had been introduced in 1950 and which had proved enormously successful.

The Mk II Fords had totally new bodies, and were longer and wider than the previous models. As with the Mk I range, all versions shared basically the same body, although the six-cylinder cars had longer engine compartments, adding 6.5in to the overall length and 3in to the wheelbase.

The cars were further distinguished by different grilles and external trim. Internally, the trim varied from simple in the Consul to lavish in the Zodiac.

The Consul had a four-cylinder 1702cc engine, which enabled this large saloon to reach a maximum speed of 78mph. The six-cylinder models had 2553cc engines



Ford publicity shot of the fast and luxurious 1956 Zodiac

and could reach 88mph.

All models had a three-speed steering column gearchange, in keeping with the fashion of the day. While the Consul could have done with four gears, especially when fully loaded, the Zephyr coped perfectly well with only three.

With bench seats front and rear, these cars were genuine six-seaters, with luggage

capacity to suit. They were fabulously comfortable, with excellent steering, ride and handling, and could cover huge distances with greater ease than almost any other car of the day.

Convertible versions of all three cars were available, and there was also a Farnham-bodied estate. Various improvements were made to the cars, but the most

important change was the lower roof line introduced in February 1959.

These tough cars have survived well and all can be used for everyday motoring, particularly the six-cylinder models which will cruise all day – even when 30 years old – at 75mph. Mechanical parts are generally available, but body panels can take some finding.

They rust in all the usual areas, but severe corrosion in the floor, sills and front suspension mounting areas can prove extremely costly to put right.

For a good, rust-free Zodiac be prepared to pay around £4000, and anything up to £9000 for a top-condition Zephyr or Zodiac convertible.

### ENGINE/POWER

Consul ..... 1703cc/59bhp  
Zephyr, Zodiac ..... 2553cc/85bhp

### SPEED

Consul ..... 78mph  
Zephyr, Zodiac ..... 88mph

PRODUCTION ..... 1956-62

ECONOMY ..... 21-26mpg

## CRUISIN 4 KIDS

John Agosta emailed about a car run to raise funds in support of Camp Quality, for KIDS affected by cancer. He asked if I could pass on details of the event.

The run will starting on the airfield side of Avalon Airfield and travel to Clunes Vic, leisurely for a display and get-together.

Contact John on [jwautos@bigpond.net.au](mailto:jwautos@bigpond.net.au) or go to the website for more information and a registration link.

<https://www.cruisin4kids.com.au/>

<https://www.facebook.com/c4kcruisin4kids/>

Cruising4Kids is a fundraising event open to all motoring enthusiasts.

New or old, custom or stock...  
Hot Rod, Vintage, Customs, Muscle, Classic, Euro, Exotics, American or Aussie.

All makes and models welcome!

**Sunday 9th September, 2018**

Commencing at Avalon Airport this relaxed cruise will take you 130km along beautiful Victorian country roads, finishing in the historic country town of Clunes.

For more information and to register visit:  
[cruisin4kids.com.au](http://cruisin4kids.com.au)



### DAIMLER PROGRESSING

*Work on the National Trust's 1956 Daimler is progressing. Repairs to the brakes and ignition, and a respray, are still to be completed before it returns to its historic Geelong home.*



# WDHVC MEMBER PROFILE



**Name?**

Merv

**Where were you born?**

Geelong

**Family?**

Wife Elva (dec), 2 daughters and 4 grandchildren

**Number of years in the WDHVC?**

22 years

**Other interests?**

Probus, vegetable growing and fishing

**What was your first vehicle?**

1927 Chev Ute (was a tourer)

**What vehicle would you love to own?**

New Mustang

**What vehicles do you have now?**

1990 Laser Gia

**Profession?**

Retired farmer

**Skills?**

Jack of all trades and master of none

**What bugs you the most?**

No common sense used anymore in councils

**What makes you happy?**

Fellowship with all members and being social.

- Libby

## Great Mars Bar Competition

### The July Competition



Now every once in a while, I have a "seniors moment" and apparently it only happens to me as far as I am aware, OR other people are better at fibbing about their senior moments that they also have.

One such moment resulted in me not knowing who this very wonderful looking child is. Now as we all know, our Mums loved dressing us kids up in all sorts of funny looking clothes for photos. This is such a case as it is not known for sure if the baby is a little girl, as I suspect it is, or a fancy dressed boy!

I have a picture of me as a one year old that is very questionable on gender. What was my mother thinking?

Your guess will win you a monster big Mars bar if you get it right.

### More photos needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

email [rbvangalen@gmail.com](mailto:rbvangalen@gmail.com)



# FOR SALES, WANTED & CLUES

## For Sale

### **MG MK 11 1974**

No rego or RWC. Chassis No.18V582H9241.  
Excellent condition. \$22,000 ONO.  
Ph. 5989 2211 0497 642 430. **6/18**

**Nissan patrol wheels.** Sunraysia X 5 with tyres  
15 inch. \$200.

**Chrysler x Chrysler CK.** 360 c/in. Mint cond.  
Reg 05516H. Topaz gold 165,000 km. Elec.  
Seats, A/C, elec. windows, disc brakes, auto,  
pwr. steering. \$24,000.

**Triumph Stag 1976 3.5 I** Leyland motor, 5  
speed gear box. Reg 22772H. \$8000.

**Fishing reel collection:** 50 years' worth.  
From \$30.

**NOS piston rings,** perfect circle, Valiant +020  
-040. \$20per set.

**Cast iron transmission,** Torque flite \$1000.  
Poly V8 318, 1965. Was running. \$1000. Older  
318 for reco. \$500. Differential back end '59  
Plymouth Dodge \$300.

**Water cooled manifold** for Volvo Penta AG  
170 6 cyl motor after market \$750. Chrysler radi-  
ators, alternators, starter motors - from \$30.

Call Hank 0407 507 002.

**6/18**



## For Sale

**Radiator Caps;** four types.

### **507 07 PRESSURE RATED 7 psi-50 kPa.**

Suits: Mazda 1000 Bongo Van, Toyota Corolla  
1967-73, Torana 1967-69.

### **508 13 PRESSURE RATED 13 psi-90 kPa.**

Suits: Holden HD-HQ 1965/73, Torana 1969 –  
1977?, Falcon-Fairlane inc GT's 1960 on, Cortina CD  
TC TD TE 1967 on, Escort Capri 1968 on, Econo-  
van 'F' series 1975-81, Transit Van 1966-81, Maz-  
da all models 1968-75, Nissan/Datsun all models  
1968-81, Nissan Bluebird 1981-83, Nissan Pulsar  
1981-84, Nissan Stanza Sunny 1979-82, Subaru  
1400, 1600 1973-80, Subaru Brumby 1978-81.

### **534 15 PRESSURE RATED 15 psi-100 kPa**

Suits: Holden Gemini 1980-85, Holden  
Commodore 1978 on, Rodeo Jackaroo Shuttle  
1980-85, Honda Legend 1986 on.

### **518 15 PRESSURE RATED**

Suits. Triumph TR 6 Convertible 2.5 PI 1969 1976,  
Austin Healey Sprite Convertible 0.9 1960-1964,  
Hillman Minx Sedan 1.6 1961- 1967, Wolseley  
Hornet Sedan 1.0 1961- 1970, MG MGB  
Convertible 1.8 1962- 1980, Fiat 850 Sedan 0.8  
1964- 1974.

Email [larko@ncable.net.au](mailto:larko@ncable.net.au) or call 0417 319 461

for pick up details

**6/18**

## Wanted

**Weber side draft carburetor,** manifold and air  
cleaner for crossflow 1600cc motor.

Call Dallas 0432 172 171

**5/18**

## Quotes About Cars

"Take it easy driving– the life you save may be  
mine."

**- James Dean**

For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the [newsletter](mailto:editor@wdhvcgeelong.com.au) email [editor@wdhvcgeelong.com.au](mailto: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](http://www.wdhvcgeelong.com.au), email [webd3sign@wdhvcgeelong.com.au](mailto:webd3sign@wdhvcgeelong.com.au) (Ph 0418 587 415)

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

**PRINT POST APPROVED**  
**PP 1000/19091**

POSTAGE  
 PAID  
 AUSTRALIA

BACKFIRE



Daimler Regency

July 2018

| Sunday  | Monday | Tuesday   | Wednesday                                     | Thursday                                       | Friday                                 | Saturday |
|---|--------|---|---|--|--|----------|
| 24  | 25     | 26<br>Craft/Tech Night<br>7pm Clubrooms<br>Rob Kaub | 27  | 28   | 29                                     | 30 June  |
| 1   | 2      | 3   | 4   | 5<br>Morning Coffee<br>Run Clubrooms<br>9.45am | 6                                      | 7        |
| 8<br>Timboon<br>Cheesery Rally.<br>10.30am    | 9      | 10<br>General Meeting<br>7.30pm<br>Clubrooms        | 11<br>Dine Out 6.15pm<br>Wairn Ponds<br>Hotel | 12   | 13                                     | 14       |
| 15  | 16     | 17<br>No Committee<br>Meeting                       | 18  | 19<br>Tinker Day<br>10.30am<br>Clubrooms       | 20                                     | 21       |
| 22<br>Casserole<br>Lunch Clubrooms<br>11.30am | 23     | 24<br>Craft/Tech Night<br>7pm Clubrooms<br>Exhausts | 25  | 26   | 27<br>August 2018<br>Backfire Deadline | 28       |
| 29  | 30     | 31  | 1 August                                      | 2<br>Morning Coffee<br>Run Clubrooms<br>9.45am | 3<br>3-5 Aug. Cabin/Van<br>Warrnambool | 4        |