

BACKFIRE

Volume 52 No 5 September 2018

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.



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President's Piece

Another cool month behind us and all the signs of spring are there. Especially noticeable are the migratory Victorians returning south after the winter.

Despite the freshness of the season, it hasn't stopped many members of the WDHVC getting out and about on various events. Even I managed three for the month! The Tinker Day was really interesting: I had never been to Steve and Allison Moore's property and there was a lot to take in. Big thanks to Steve and Allison for kindly opening their property up for us to ogle over.

At the time of writing this, we have a good-sized group of our members heading off on the Long Distance Rally. This year the rally will be taking in all the sights of the Silo Art tour. I'm hoping for a full and detailed report on their return as I think this will be a fantastic run.

Our auction last month was, as it always, a bit of fun. I think the things of greatest value are the stories that relate to the things for sale or effort and humour injected by the auctioneers. Well done everyone involved and thank you to all the buyers that helped raise \$333 for the club.

Looking for some more ideas for events and rallies. So if you have something in mind, please speak to Rod Booley or one of the committee and we can see what we can make happen.

Anyway, I look forward to seeing you at the next meeting or on an event. Until then, get out in the shed or get out in your car.

Dallas



Our webmaster sent this photo of an early stop on the Long Distance Rally Silos Tour.

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 583 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 14th AUGUST 2018

PRESIDING

President Dallas Jones opened the meeting and welcomed visitors and 110 members to the meeting.

APOLOGIES

Pam Shea, Ian Thomas, Graham Pretlove, Tiny Stonehouse, Cheryl Elliott, Linda Parker, Glynn & Jennifer Gersbach, Yvonne Cisco, Alex Booley, Lorraine Collinson, Gary & Noreen Mellington, David Perkins, Noel Simpson, Tony Brincat, Les Szalinki, Jane Milard, Ron Jackson, Sandra Batson, Murray & Rhonda Foran, Alan Tipper, Paul Strickland, Len Miller, Peter Culleen, Jim Maffett, Tim Booley, Steve Funston.

Moved: Jim Coates

Seconded: Libby Booley Carried

SICK LIST

Tom Ivory.

MINUTES

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

Moved: Leonie Saliba

Seconded: Graeme Anderson Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- The Gordon - receipt for printing of Backfire
- Vern Stott - Thank you for our thoughts on his recent illness
- Dandenong Valley Historic Car Club - Invitation to attend the Federation Scoresby picnic on 31st March 2019

Emails In

- Peter Cullen - is looking for parts for a 1936 Austin 18/6 York truck
- Kalinda McIntyre - invitation to attend a show and shine on the 28th October at the Gisborne Shire Offices
- Bellarine Historic Vehicle Club - invitation to attend the Mt Franklin Picnic on 16th September
- Devonport Motor Show - information and invitation to attend their Motor Show on 24th March 2019
- Tristan McMahon - change of address.

OUTWARD

Letters Out

- Allsure Insurance - club contents insurance policy renewal.

Emails Out

Nil

Moved: Roger Sykes

Seconded: Graham Cameron 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 Healy

Seconded: Peter Telfer Carried

PROGRAM DIRECTOR (John)

- Auction this month.
- Judith Matthews will present on the family's collections at the next meeting.

LIBRARY (Gary)

No report this month due to the auction.

DINE OUT (Gary)

Next Dine Out will be at the Commun Na Feine Hotel .

EDITOR (Jon)

No report this month. See the Jaguar query in the *Backfire*.

FEDERATION REPORT (Cheryl)

No report this month.

COMMITTEE REPORT (David)

No report as there was no Committee Meeting held since the last General Meeting.

MERCHANDISE (David)

No report this month.

TINKER DAY (Rod for Ray)

Meet at Ceres at 10:30 and travel to see Steve Moore's collection.

MARS BAR AWARD (Dallas for Ray)

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

VEHICLE PERMITS (Gus)

- Four new cars on the club permit scheme this month.

GENERAL MEETING MINUTES ctd

- VicRoads has appointed a new a manager to the Geelong office.

Max Tucker spoke to the meeting about his 1975 Cortina on display at the meeting. The car was brought new by Max's parents. The car has been repainted but is otherwise as it left the dealer in 1975.

CRAFT NIGHT (Linda)

No meeting this month.

RALLY REPORTS/EVENTS (Rod)

- Another very successful coffee run with 32 members attending.
- Only 3 caravans on the recent Warrnambool trip.
- Upcoming events:
 - ◊ Coffee run to Dean's Marsh
 - ◊ Winchelsea run August 19
 - ◊ Long Distance rally August 22- 31
 - ◊ Bay to Birdwood entries close 20th August
 - ◊ Federation picnic on 26th August

LONG DISTANCE RALLY (Sharyn)

All ready for the rally next week.

TECH NIGHT (Peter)

Starters, generators and alternators 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

Fred has recently been to the Peter Brock Museum but reported on the high prices paid for Fords proving to him (at least) that Fords are better than Holdens. No motion was put to the Meeting.

FOR SALES, WANTED & CONFESSIONS

A club member has replaced his Triumph Stag with a 1965 Studebaker

Meeting closed at 8.25pm.

Next meeting to be held at 7.30pm on 11th September 2018 in the clubrooms.

- Leigh Dwyer

August Feature Vehicle

At the August meeting Max Tucker told us about his 1975 Mk 111 TC Cortina.

The car was brought new by Max's parents in March 1975 from Cam Dawson Ford in Geelong. Geelong legend Bobby Davis was the salesman and Max drove the new car home, as his father had not driven an auto before.



When fitted with the Falcon 6 motor in the smaller body (replacing the 4 cylinder original), the Cortina was an especially responsive vehicle. Max explained that if you put your foot down it burned a lot of petrol! They were a very popular car in their time, but were also popular as speedway performers, which has reduced the number surviving today. The car has been repainted but is otherwise as it left the dealer in 1975.

Max said it is a very nice car to drive - a nice cruising car.

Cortinas were the outright pace-setters in the early years of the Bathurst 500 classic. A TC 2000 L Ford Cortina last raced at Bathurst in 1971, driven by Geoff Westbury and Jim Sullivan.



Below: the TC at the 50th Anniversary Display last year.



A Passionate Peugeot Promoter!

Club member Colin Chapple is a Passionate Promoter of Peugeot. Colin has sent in a recent interview in the Peugeot Car Club of Victoria magazine, from which the following information is gathered.

Colin and Barbara, who live in Whittington, have a collection of cars centring around the Peugeot 403, which Colin has owned for over 30 years.

Over 60 years Colin has owned some 22 different vehicles (listed below).

Colin's cars

1. 1950 Austin A70
2. 1958 Simca Aronde – Elise
3. 1963 EJ Holden
4. 1968 HR Holden
5. 1975 SLR 6 cyl Torana
6. 1982 Passat wagon,
7. 1953 203 sedan (green)
8. 1978 404 wagon (grey)
9. 1939 Willys 4 door sedan
10. 1981 Holden VC Commodore
11. 1972 504 sedan (green)
12. 1977 504 wagon (green)
13. 1956 403 sedan (porcelain green)
14. 404 utility (white)
15. 1974 VL Commodore
16. 1972 GT Ford Capri
17. 1992 Holden Berlina sedan
18. 2000 Toyota Corolla
19. 2003 Ford Falcon wagon
20. Willys Aero Ace sedan (rare vehicle)
21. 1970 404 utility
22. 1991 405 SRI sedan



Colin has owned the 403 for over 30 years



Going back in time, Colin revealed in the interview that he is descended from the English explorer Matthew Flinders, who married a French lady (which may explain Colin's interest in French cars!).

Some history about Colin's current 1956 403, which he has owned for over 30 years.

The first owner was E H "Johnnie" Walker from Hampton Victoria. He was an official at the 1956 Olympics and used this new car to transport the likes of Dawn Fraser and others from their billets and homes to the Olympic Swimming Pool in what was Batman Avenue Melbourne.

The second owner was a Harold Freeman of Ocean Grove and Colin is the third and current owner. Colin bought two 203s from Barbara's cousin in 1973. He paid \$15 each for them. That was the start of his love affair with Peugeot's. Barbara mentioned that all of her family at one time or another had Peugeots.

Among his current vehicles are a 1991 405 Peugeot sedan and a rare Willys Aero Ace four-door sedan. According to the article Colin was born on 5 October 1940 in Belmont and attended Geelong Primary School, then Geelong Technical School. After schooling Colin began a carpentry apprenticeship with Arnold Foster and company in Geelong. He later moved on to Faggs in Geelong as a carpenter/joiner. Later he joined the State Electricity Commission, doing maintenance work, and finally retired in 2006.

Colin and Barbara have two adult daughters and his retirement interests include membership of the Peugeot Car Club of Victoria, the Willies Overland Club, the Geelong Classic Car Club and of course the Western District Historic Vehicle Club. He is also a member of Probus and involved in the Uniting Church, Holiday Concepts and a local car museum, which Colin and his fellow members are looking for a new home to house those beautiful old vehicles. Colin is also a member of the local men's shed.



Colin's rare Willys Aero Ace 4 door sedan

Affordable British Classics

Riley One Point Five

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

SOME very clever badge engineering was done by BMC when they were planning the Riley One Point Five and Wolseley 1500 models. Although using the same bodyshell, in itself based on the floorpan of the Morris Minor 1000, the company managed to come up with two rather different cars for the 1956 launch.

The Riley was the sportier version, and looked it, with its sleek, traditional Riley grille giving it a most attractive appearance. Inside, it had excellent leather trim, high quality carpets and walnut cappings. It had comprehensive instrumentation, in best sporting traditions, including a tachometer.

The car was given a large-valve version of the 1489cc B-series engine, fitted with twin carburettors. It produced 64bhp, capable of taking the



Restyled grille and new trim were features of '62 models

Riley to 90mph. The car was destined to retain this engine throughout its life, whereas most BMC cars using 1.5-litre engines moved to the 1622cc version in 1961-'62.

As with the Morris Minor and Wolseley 1500, the Riley One Point Five used torsion bar front suspension, and rack and pinion steering.

The overall effect was of a genuinely sporting small saloon with a lot of character. The car could be driven hard, although there was no shortage of comfort, and the excellent torque characteristics of the engine made the car an easy one to live with. They are more than capable of holding their own

in modern traffic. Mechanical problems are rare, because of the longevity of the B-series engines and the strength of the gearboxes. Rust, however, can be a serious problem; difficulty in finding replacement body panels can make it uneconomic to repair a seriously corroded example.

For this reason, make very careful checks underneath the car when viewing a prospective purchase, looking

especially at the main crossmember, rear spring hangers, sills and wings.

An average condition example should cost no more than £1000.

ENGINE/POWER	...1489cc/64bhp
SPEED 90mph
PRODUCTION1956-'65
ECONOMY26-33mpg

Sunday Oct. 28th

2018

PAWS IN THE PARK & Show n' Shine & Shine

Activities On The Day

- Food & Beverages
- Raffle (Drawn @ 12pm)
- Stalls
- Parklands Mobile Farm
- Dental Checks (Gold Coin Donation)
- Pawitive Animal Therapies
- Face Painting
- Dog Agility Course

Show & Shine Classic and Vintage Car Display
(Please contact the clubs if you wish for your car to join the display)

ALL PROCEEDS ARE DONATED TO THE FOLLOWING FOUNDATIONS:

- Macedon Ranges Wildlife Network
- GDARC

Registration \$3.00 at Clatskanie Shire Offices
Pre-register at the Clinic, call 8425 2065 or pawsinthepark@gilbornevet.com.au

Location: 40 Robertson Street Clatskanie
Walk with your dog through Botanical gardens

\$5 car entry plus \$5 per person to join the walk.

Sunday 21ST October 2018

GOULBURN VALLEY CAR CLUB

Tatura Show n' Shine FINS & FENDERS

Cars, Motorbikes, Trucks, Stationary Engine Display, SES Demonstration, Kids Entertainment, Jumping Castle & Face Painting, Ice Creams, Coffee, BBQ & Live Music & MORE!!

\$5- Entry Vehicle & Driver Gold Coin Donation for Passengers/General Public

Trophies Awarded over several Categories

STRICTLY NO BYO

Tatura Racecourse, Tatura VIC
Gates open at 9am

VENUE

Enquiries: Email: GVFinsAndFenders@gmail.com

With thanks to our Major Sponsor:

TATURA HOTEL

CALENDAR OF EVENTS

WDHVC EVENTS

See also -
calendar summary
on back page.

28 AUGUST - TUESDAY

TECH NIGHT STARTERS, GENERATORS, ALTERNATORS.

We meet at the clubrooms at 7pm, to set up for a 7.30pm start. Bring along starters, generators, alternators, regulators, crank handles, and anything else related to the subject. Ladies and guests are welcome. Craft Night is also on, so ladies have a choice. A plate with some food on it would be appreciated. Wear your name badge and get a FREE CHOCOLATE FROG.

Contact: Peter Telfer 0427 526 938

6 SEPTEMBER - THURSDAY

MORNING COFFEE RUN to Deans Marsh Store

Meet at clubrooms at 9.45am sharp.

Contact: Rod Booley 5281 5340 (0417 021 982)

11 SEPTEMBER - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

12 SEPTEMBER - WEDNESDAY

DINE OUT 6.15pm. Oppies Bar, Norlane Hotel.

Run your hand along the top of the wardrobe and see if you can find a quid to come and join us.

Contact Gary McCredden 5275 2544

16 SEPT - SUNDAY

COMBINED CLUB MOUNT FRANKLIN PICNIC RALLY.

Meet at Batesford Roadhouse at 10am.

Contact: Rod Booley 5281 5340 (0417 021 982)

18 SEPTEMBER - TUESDAY

SEPTEMBER COMMITTEE MEETING

20 SEPTEMBER - THURSDAY

TINKER DAY.

Start time 10.30am from our clubrooms. This short run is to visit Ken Batson's block of land, not far from Waurn Ponds Bunnings, and see what he has been doing in his new shed. There will be something for everyone to see and when we have seen it all and talked about it all, then we can enjoy a nice cuppa and lunch in his shed and out of that nasty old wind that has been bugging us so much lately. (I am onto my third cold this year!) As usual BYO everything: food, chairs, thermos, and sense of humour. And why not bring your oldest vehicle to show off as well.

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

21 SEPTEMBER - FRIDAY

OCTOBER BACKFIRE DEADLINE

Contact: Jon Breedveld 0417 311 441

25 SEPTEMBER - TUESDAY

TECH NIGHT ACCESSORIES.

Do you remember the days when cars came with rubber floor mats, no radio, and definitely no cassette/8 track/cd, few gauges, no heater or demister, no air con, minimal brakes, no oil filter? Come along and join the fun. Bring any accessories you can think of. The more the merrier. Ladies and visitors are welcome. Craft Night is also on, giving the option of attending either. Be there around 7pm, so we can set up for a 7.30pm start. You are welcome to stay for a cuppa afterwards, and a plate with food on it would be appreciated. WEAR YOUR NAME BADGE AND GET A FREE CHOCOLATE FROG!

Contact: Peter Telfer 0427 526 938

30 SEPT - SUNDAY

QUEENSCLIFF MARKET AND PICNIC LUNCH.

Meet at clubrooms at 9.45am.

Contact: Rod Booley 5281 5340 (0417 021 982)

4 OCTOBER - THURSDAY

MORNING COFFEE RUN

Meet at clubrooms at 9.45am sharp.

Contact: Rod Booley 5281 5340 (0417 021 982)

OTHER EVENTS

21 OCTOBER - SUNDAY

TATURA SHOW & SHINE

28 OCTOBER - SUNDAY

GISBORNE SHOW & SHINE

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.

13 APRIL, 2019 - SATURDAY

ECHUCA SWAP MEET Rotary Park, Rose Street Echuca

Automotive parts & collectables welcome. Show & Shine display. 200 plus sites @ \$20 per site. On site catering. \$5 entry. Children under 15 free. Gates open: sellers 5am; buyers 7am
Enquiries: 0456 010 665, echucaswap@outlook.com \$500 to local charity.

- Rod Booley

An Energy Crisis

A man living in Kandos (near Mudgee in NSW, Australia) received a bill for his as yet unused gas line stating that he owed \$0.00. He ignored it and threw it away. In April he received another bill and threw that one away too.

The following month the gas company sent him a very nasty note stating that they were going to cancel his gas line if he didn't send them \$0.00 by return mail. He called them, talked to them, and they said it was a computer error and they would take care of it.

The following month he decided that it was about time that he tried out the troublesome gas line figuring that if there was usage on the account it would put an end to this ridiculous predicament.

However, when he went to use the gas, it had been cut off. He called the gas company who apologised for the computer error once again and said that they would take care of it. The next day he got a bill for \$0.00 stating that payment was now overdue.

Assuming that having spoken to them the previous day the latest bill was yet another mistake, he ignored it, trusting that the company would be as good as their word and sort the problem out.

The next month he got a bill for \$0.00. This bill also stated that he had 10 days to pay his account or the company would have to take steps to recover the debt.

Finally, giving in, he thought he would beat the gas company at their own game and mailed them a cheque for \$0.00. The computer duly processed his account and returned a statement to the effect that he now owed the gas company nothing at all.

A week later, the manager of the Mudgee branch of the Westpac Banking Corporation called our hapless friend and asked him what he was doing writing cheque for \$0.00.

After a lengthy explanation the bank manager replied that the \$0.00 cheque had caused their cheque processing software to fail. The bank could therefore not process ANY cheques they had received from ANY of their customers that day because the cheque for \$0.00 had caused the computer to crash.

The following month the man received a letter from the gas company claiming that his cheque had bounced and that he now owed them \$0.00 and unless he sent a cheque by return mail they would take immediate steps to recover the debt.

At this point, the man decided to file a debt harassment claim against the gas company. It took him nearly two hours to convince the clerks at the local courthouse that he was not joking.

They subsequently helped him to draft statements which were considered substantive evidence of the aggravation and difficulties he had been forced to endure during this debacle.

The matter was heard in the Magistrate's Court in Mudgee and the outcome was that the gas company was ordered to:

1. Immediately rectify their computerised accounts system or show cause, within 10 days, why the matter should not be referred to a higher court for consideration under Company Law.
2. Pay the bank dishonour fees incurred by the man.
3. Pay the bank dishonour fees incurred by all the Westpac clients whose cheques had been bounced on the day our friend's had been processed.
4. Pay the claimant's court costs; and
5. Pay the claimant a total of \$1500 per month for the 5 month period March to July inclusive as compensation for the aggravation they had caused their client to suffer.

And all this over \$0.00.

Don't you love computers! I don't know if this really happened or is just an urban myth, but it was broadcast on ABC radio by Derek Guille on 24 January 2002. It's a good story and reflects the automated world we live in. -Ed



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."

TRIUMPH MAYFLOWER (1949-53)

Specifications

TOP SPEED: 101KM/H (63MPH)

0-96KMH (0-60MPH); NO FIGURE AVAILABLE

ENGINE TYPE IN-LINE FOUR

DISPLACEMENT: 1247CC (76CI)

WEIGHT: 907KG (2016LB)

MILEAGE: 7.2L/100KM (39MPG)

MAYFLOWER: A MIDDLE-CLASS BOUQUET

With postwar austerity still hanging over Britain, Standard Triumph recognised a gap in the market for a model that had all the trappings of a luxury car, but which was clothed in a compact body and equipped with a low capacity, economical four-cylinder engine.

The Triumph Mayflower could have been a huge success, but Triumph took the traditional styling a little too far, giving it the appearance of a Rolls-Royce Phantom that had been chopped in the middle. The razor-edge upper styling and curved lower panels looked decidedly stupid when mated together and, to make matters worse, the crude chassis made for perilous handling, along with a fairly wayward steering set-up and brakes that were little more than a token gesture. The Mayflower was dropped after just four years, even though it had been reasonably popular with middle-class buyers.

As well as the boxy saloons, there was also a handful of convertible-bodied Mayflowers built, which actually looked a lot better than the sedan versions because they managed to lose some of the over-tall styling. That said, they were widely criticised in some quarters for looking like prams, and they were also far too expensive for most people to buy, meaning they were always something of a rarity.

Despite the fact it was outdated, Triumph proudly showed a cutaway model demonstrating the

Mayflower's construction to attendees of the 1949 London Motor Show.

Under the hood the Mayflower came with a pre-war side-valve engine, which offered dismal performance. It was also coupled to an unpleasant column-change gearbox.

Handling was perilous. The car's simple construction and crude suspension, along with the upright body, meant that it leaned badly in corners and lurched out of control if driven too quickly through a bend.

The Mayflower was designed to look like a miniature Rolls-Royce Silver Dawn, so two-tone paint and a noticeable 'waistline' in the body were de rigeur. But it was so small. It just looked pretentious and daft.

In trying to appear traditional - with all the associated implications of reliability and quality - the Mayflower simply went too far. Nobody liked its trying-too-hard Rolls features.

Advertising in the UK during the 1950s was always fairly reserved and lowbrow. 'Britain's New Light Car' was hardly the snappiest of slogans to draw prospective buyers into the showrooms.

- Graham Pretlove



World's Worst Cars - an Impish Response

The Hillman Imp was featured in 'The World's Worst Cars' (Backfire July 2017) and this is my reply. - Lindsay Alford

I purchased a brand new Hillman Imp in 1969. (Hillman was then owned by Chrysler with some Australian content.) It was used as a first car, retired to a second car, then in 1979 put into storage for many years and is now being restored for a club permit.



Like all British cars the quality and reliability was affected by poor industrial relations. Quote from *Top Gear* on the demise of the British motor industry: "The workers spent more time picketing at the gates than building cars".

Rootes group (Hillman and Humber cars) suffered from industrial action - they never recovered and were taken over by Chrysler.

My next car was a Japanese/Australian car (Datsun 1200. The Japanese industrial relations were totally different and workers were looked after, resulting in reliability being so much better.

I am not union bashing, I have been a union member. There needs to be a balance of power between unions and management. If either side has too much power then the outcomes are not good.

What they got right

Good fuel economy and used Super petrol like most cars of the time. I could not use Standard petrol due to the high compression ratio of 10:1. It needed 95/97 octane fuel. I got 36 to 44mpg (7.8 to 6.5L/100km). Being a small car it used every space, like the Mini.

No rust. It had no mud traps under-body so there was no structural rust. The car spent a lot of time on dirt roads as our parents lived 10km off the sealed road. My car has only condensation rust on one spot of the bonnet.

The engine was reasonably easy to work on. It required a different technique: kneel on some foam rubber at the back of the engine, and say to it: "Be a good little Imp."

The exhaust system was the most reliable part of the car. It consisted only of a single muffler and lasted the life of the car.

What they got wrong

The car had an all-aluminium engine with cast in steel liners for the bore. The water required rust inhibitor. The small bolts on the engine required only 6ft.lb torque which is only finger tight. This may have caused problems. I used a torque wrench

for all engine bolts. These issues may have caused problems at the time.

The car suffered from poor reliability: being the last made, they used up all the rejected parts. I had to replace the exhaust valve in number 3 cylinder three times and only fixed the problem when I fitted another head from a car I purchased for spare parts. I think the head casting had a defect in the water jacket.

Gear lever entered gearbox at bottom and oil seal leaked: a design fault.

The 4 wheel independent suspension did not keep wheels perpendicular to road. This caused the inside of the tyres to wear. Tyre rotation did not help. Tyre life was only fair - not good for an economy car.

The engine had to be short to fit under the rear boot, the engine was on a slant but it also had short connecting rods. The short connecting rod made too big an angle with the bore, which put too much side thrust on bore, causing a short engine life. Vectors will show this. For a given force 'F' the force onto the bore 'A' is much greater. I put a rebuilt engine in at 40,000 miles. A better design would be a water-cooled beetle engine.

The car was not driven hard, it was driven for economy as I did not have much money back in those days with a young family. My next car was a Datsun 1200 and its motor did 150,000 miles without the head being taken off.

To keep service cost low they did not have grease nipples. The king pins were hard-chrome plated with Teflon coated steel bushes. The steel corroded under the chrome resulting in failure. When replaced I fitted grease nipples, as greasing pushes out the water and dirt.

When I purchased the Hillman Imp, a Renault R10 was also on the short list. It would have been a much more reliable car. My experience with the Imp taught me to become a motor mechanic and I have a historical car to restore.



RALLIES & RUNS

Morning Coffee Run

Our morning coffee runs are proving to be a very successful feature on the club's busy events calendar. Last month's visit to the popular Great Ocean Road Choclaterie was no exception, with around 30 people sampling the coffee and chocolate delights. Thank you to Libby Booley for this selection of photos taken at the event.



How to Buy a Porsche

A fifteen-year-old came home with a Porsche, and his parents began to yell and scream; "Where did you get that car?"

He calmly told them; "I bought it today."

"With what money!?" demanded his parents. "We know what a Porsche costs."

"Well," said the boy, "this one cost me fifteen dollars."

The parents began to yell even louder. "Who would sell a car like that for fifteen dollars?" they asked.

"It was the lady up the street," said the boy. "Don't know her name -- they just moved in. She saw me ride past on my bike and asked me if I wanted to buy a Porsche for fifteen dollars."

"Oh my goodness!" moaned the mother, "she must be a child abuser. Who knows what she will do next? John, you go right up there and see what's going on."



So the boy's father walked up the street to the house where the lady lived and found her out in the yard, calmly planting flowers. He introduced himself as the father of the boy to whom she had sold a Porsche for fifteen dollars and demanded to know why she did it.

"Well," she said, "this morning I got a phone call from my husband. I thought he was on a business trip, but I learned from a friend he has run off to Hawaii with his secretary. Then apparently she stole all his money and stranded him there!

"Well he called me, without a dollar to his name, and asked me to sell his new Porsche and send him the money."

So that's exactly what I did!"

RALLIES & RUNS

Tinker Day August 2018

We went to Steve and Allison Moore's place where he has a collection of restored cars, trucks, tractors and caravan and some waiting for restoration.

A restored John Deere Lanz tractor had me puzzled. Behind the green panels was a Lanz Bulldog engine. My parents were on a wheat farm just north of Marong and some of the neighbours had a Lanz Bulldog. I asked Steve and he said that John Deere purchased Lanz in 1956 and started using the name "John Deere Lanz" for the Lanz product line.



The Lanz Bulldog was a tractor manufactured in Germany from 1921 to 1960 made in some overseas country including Australia. The Bulldog was a simple and easily maintained tractor due to its simple, single cylinder, horizontal, two-stroke, hot bulb engine and could burn a wide variety of low grade fuels, even waste oil. They were a bone shaker due to the vibration, a bit like an famous American motorcycle. If left idling on wet ground it would turn to soft mud and get bogged. Steve also had a restored Lanz Bulldog in the back of his shed.

John Deere was also known for 2 cylinder tractor engines. Steve had a tractor with the engine being rebuilt. He is waiting for new oversized pistons. John Deere later used 4 and 6 cylinder engines.

He had a caravan with a wooden frame and an aluminium skin in reasonable condition, but waiting for restoration. It did not have a fridge, just an ice box.

He had many more trucks and tractors, too numerous to describe.



At the back of the shed he had a collection of beer bottles and many medallions for Lake Goldsmith which he attended. He is also President of Geelong Vintage Truck and Machinery Organisation which has an annual event in January each year (which many of our club members support).



- Lindsay Alford.



Catering for Wakes at the Clubrooms

Sadly, the club has lost several members in recent times and the clubrooms have been used to cater for funeral attendees at the wake afterwards.

This has prompted the Committee to clarify its policy in regard to catering for these occasions.

While the Committee is very happy to make the rooms available to the families of club members who have died, in future all food for a wake at the clubrooms is to be supplied and paid for by the family of the deceased.

The exception to this policy is that, if a life member dies and the family wishes to hold a wake at the clubrooms, the club will supply and pay for the food.

The club ladies continue to be available to serve this food and clean up afterwards. However they will not provide the food itself.

This change recognises that people no longer bring a plate of food to such events, which can attract many people and create a heavy work load for the few ladies volunteering in the kitchen.

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

WDHVC MEMBER PROFILE



Name?

Graeme

Where were you born?

Geelong

Family?

1 son, 1 daughter and 2 grandchildren

Number of years in the WDHVC?

23 years

Other interests?

Music, antique clocks, steam models and antique farm machinery

What was your first vehicle?

1928 model A Ford sports coupe

What vehicle would you love to own?

Early brass veteran vehicle

What vehicles do you have now?

1954 MG TF, 1928 model A Ford sports coupe, 1928 model A Ford Tudor sedan, 1951 170 Mercedes Diesel and 1989 300 E Mercedes

Profession?

Sheet metal worker and general engineering

Skills?

Multi

What bugs you the most?

Not much, road rage people

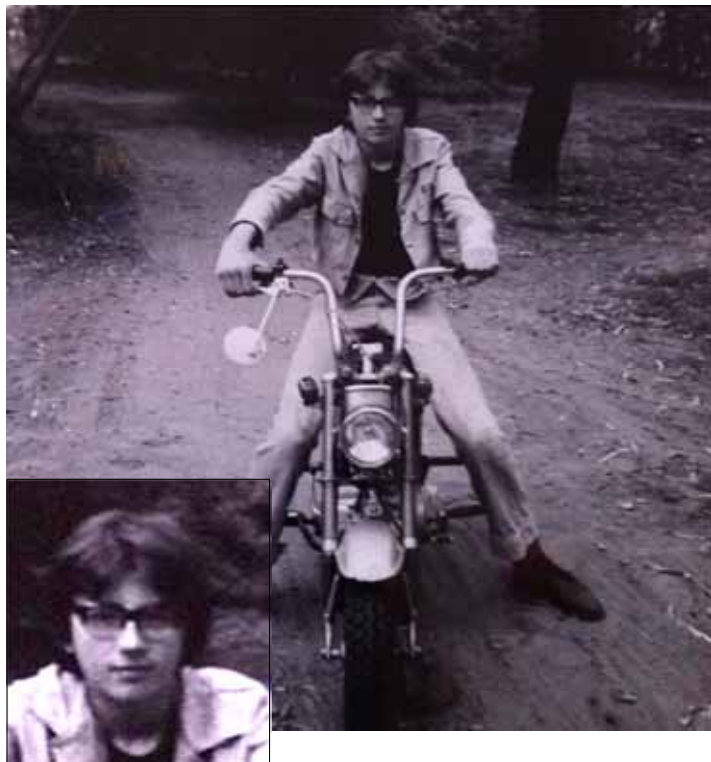
What makes you happy?

Being around family and people.

- Libby

Great Mars Bar Competition

The September Competition



Here we have a young man that bucked the trends of the day by riding a 70cc Honda Dax all over the place.

They may have been small bikes, but they could not be destroyed by hard riding or revving the living tripe out of them. They just kept on going.

I bought one of these in 1970 to go to work on when my 500 Triumph twin let me down time and time again.

But who is this brave man who stands out in a crowd when big bikes were all the rage?

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



Quotes About Cars

"There's three things men always talk about - women, sports, and cars.

- Mario Lopez

FOR SALES, WANTED & CLUES

For Sale

Garage Sale: 1st & 2nd Sept. Everything must go. A/C late Ed McClurg. Milling machine, metal lathe, workshop tools, power tools, socket sets etc. 64 Nelson St Pt Lonsdale, 8am onwards Sat & Sun. Call Graham 0409 241 558 **9/8**

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 l 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. \$20 per 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 radiators, alternators, starter motors - from \$30.

Call Hank 0407 507 002. **9/18**

Datsun 1200 parts. Free to a good home. Exhaust pipes, engine block, brake drums, etc. Call Lindsay 0419 350 106. **8/18**

1974 Mini (Leyland) Moke soft top. Reliable vehicle Reg TYZ-055 \$8000.

Call Jim 0434 916 470. **8/18**

Wanted

Starter motor for a TC or TD Gemini 1600. Contact Dallas 0432 172 171. **9/18**

1974 Dodge GE DSN Rear brake drum. Call Mac on 0402 022 028. **8/18**



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

PRINT POST APPROVED
PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA

BACKFIRE



1969 Hillman Imp

September 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28 Craft/Tech Night 7pm Clubrooms Starters, Gennies	29	30	31 August	1
LONG DISTANCE RALLY TO MILDURA						
2	3	4	5	6 Morning Coffee Run Clubrooms 9.45am	7	8
9	10	11 General Meeting 7.30pm Clubrooms	12 Dine Out 6.15pm Commun Na Feine Hotel	13	14	15
16 Combined Mt Franklin Picnic Rally	17	18 Committee Meeting	19	20 Tinker Day 10.30am Clubrooms	21 October 2018 <i>Backfire</i> Deadline	22
23	24	25 Craft/Tech Night 7pm Clubrooms Accessories	26	27	28	29
30 Queenscliff Market & Picnic Lunch	1 October	2	3	4 Morning Coffee Run Clubrooms 9.45am	5	6