

BACKFIRE

Volume 50 No 1 May 2016

Club meetings:
7.30pm 2nd Tuesday each month.



Club rooms:
Geelong Showgrounds
79 Breakwater Rd East Geelong.

www.wdhvcgeelong.com.au



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Registration costs

In 1952 in Victoria registration fees were three shillings per power weight unit, plus two shillings and six pence per horsepower of the car.

For example a Hillman Minx which weighed 18 cwt: 10 hp; power weight units = 28.

Registration fees: £4.4/-.

Owner's certificate: 1/-.

Number plates: 3/-.

Tax: £1.5/-.

Total £5.13/-

Commercial vehicles of British Dominion origin were taxed at 10% less than the ordinary fees. Primary producers paid six pence per power weight unit less than the metropolitan owners.

The ordinary rate for commercial vehicles of less than 2 tonnes and less than six wheels was four shillings per power weight unit (primary producers - three shillings and sixpence).



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 555 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 12TH APRIL 2016 at 7.30PM

PRESIDING:

President John Bailey opened the meeting and welcomed about 130 members to the 555th meeting.

APOLOGIES: Eva Barwisse & Lindsay Rogers, Sandra & Peter Boast, Murray Coster, Brian Edwards, Warren Lamont, Alex McLaws, Craig Abbey, Paul Strickland.

Moved Jim Coates
Seconded Graham Cameron Carried.

Sick List – Members wished Murray Coster all the best as he is in hospital at the moment.

MINUTES:

Moved Libby Booley, seconded Peter Telfer that the minutes of the previous General Meeting as published in the *Backfire* be confirmed as a correct record. Carried.

CORRESPONDENCE INWARD:

- Resignation letter from Neil Chester
- Letter from Mornington Historical Vehicle Club thanking us for our hospitality on their recent visit.
- Willys Overland Club of Vic. Regarding a change of address which is c/- Anne Quaine PO Box 31 Violet Town 3669.
- Cardiac Science – about a recall on the changing of electrodes on our defibrillator, which has been fixed by Ray van Galen.
- Hugh McMullan an ex member who read in the *Backfire* about the Bradford van and forwarded a few photos.
- Thank you letter from Geelong Highland Gathering.

Emails

- CHACA informing us the increased cost of postage they are electronically transferring their magazine.
- Resignations from Duncan Mallord and Wayne Hubbard.
- Newtown Hockey Club requiring a few cars on 10th April – received to late to assist them.
- Glen Pope And Andrew Mauderer to go on the waiting list for membership.
- Entry form for the Echuca & District Historic Vehicle Club Rally on 19 – 21 August.

CORRESPONDENCE OUTWARD:

- Simon Anderson refunding his mother's membership fee and also to advise him that his name has been on the waiting list.
- Welcome letters sent to new members Nic Neeson, Michael Baker, Graham Paetch, Jon Breedveld.
- Echuca Historic Vehicle Club sent a Swap Flyer to put in their magazine.

Moved by Roger Sykes
Seconded by Graham Cameron Carried.

TREASURER'S REPORT:

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

Moved Trevor Schnieder
Seconded Libby Booley Carried.

PROGRAM DIRECTOR :

John – next month in the shed will be a Rolls Royce which Damian O'Doherty drove around England. He will give a talk on this experience. Tonight Alex Slota talked about restoring his 1972 Austin Kimberly of which he says only 15,000 were made.

LIBRARY & DINE OUT:

Gary asked that the newsletters be returned to the library, showcased some manuals and took numbers for the dine out at Torquay.

FEDERATION REPORT:

Max reported on the Mortlake picnic, numbers down slightly but a good relaxing day.

COMMITTEE REPORT SUMMARY:

- Working Bee days to be held on 9th April and 23rd.
- Clubs are working towards the Federation asking for cheaper magazine postage rates after the large increase in cost.
- Maurice Healy to look into auditing costs, ours are getting high.
- Roger Sykes said he did not want to stand for a committee position this year. We thanked him for his many years of service to our club.
- The Heights still want us to restore their vehicle on a pay as you go system.
- The Geelong Revival organisers have been dragging the chain in paying various clubs for their help.

GENERAL MEETING MINUTES ctd

- The Club's financial investments need to be available for members to look at but do not need to be read out on AG meetings.
- Gary Mellington has resigned as rally director due to ill health and was thanked for his hard work while on the job,
- The future of our club Bendigo Swap Meet site needs to be talked about at the next general meeting.
- Any bus trip that our club holds will need to have a \$20 cost to each participant to help pay for the hire.
- An attendance apology sheet to be kept at the entry door for people to fill in.
- We need to ask for a member to make some more trophies.

VEHICLE PERMITS / REGISTRAR:

Gus gave an update on the number of cars and bikes on red plates.

EDITOR:

Club has a new editor - Jon Breedveld who asked for input into the newsletter. He was thanked for taking on this position as he has just joined the club.

CRAFT NIGHT:

Linda – this month is a surprise so bring your sewing boxes.

RALLY DIRECTOR :

Sean said as per *Backfire*.

LONG DISTANCE RALLY:

Nothing organised as yet.

SWAP:

Fred asked for more members to volunteer to help over the set up days and on the day as this event helps to keep your fees down. Names to be put on the list as the more people, the easier it is to organise the event. Any time you can spare is a help.

RALLY REPORTS:

- Ford factory visit - John thanked David M for organizing this which all who attended enjoyed.
- Tech night – David M. Gave a very informative talk on cylinder heads.
- Tinker day visit to see the finished shearing shed – members pleased to see finished project. John thanked for this being possible. He said it was leaving for Woomera tomorrow.
- Dallas took numbers for smell the roses run on Saturday.
- Graham reported on the upcoming trip to Warrnambool and the Hotdog day.

GENERAL BUSINESS:

- RGAPS – Bob reported on the result of their election.
- Late nomination for committee – John explained to the members at length about this. The outcome after legal advice is that the late nomination has been accepted so an election for committee will be necessary.
- Working Bee very successful – painting finished as over 30 members attended. John thanked them for this.
- Lucky members to win car covers tonight are R & L Booley and Merv Baum.
- The new trophies are being made by Mick Ormrod.
- John thanked the out going committee for their input into the club.
- For sales and wanteds were discussed.

Mars Bar Competition – Len Millar guessed the photo was John Hickford. Ray thanked Ray and Judith Matthews, who donated another Mars Bar tin, these being hard to get, as the last one was taken out of the fridge.

Meeting closed at 8.25pm – and was followed by the AGM.

Quotes About Cars

“To come across as younger than they are, women buy creams that promise to slow aging: men buy fast cars.”

— Mokokoma Mokhonoana

ANNUAL MEETING MINUTES

MINUTES OF THE 49th ANNUAL GENERAL MEETING OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC. HELD AT THE CLUBROOMS ON TUESDAY 12th APRIL 2016 AT 8.30 PM

PRESIDING: John Bailey

APOLOGIES: As tendered at the April General Meeting.

MINUTES: The minutes of the 48th Annual General Meeting held on 9th April 2015 were circulated by publication in the *Backfire* of April 2016.

Moved Libby Booley Seconded Rod Booley that the minutes be confirmed as a true record.

REPORTS: The President and Secretary presented their Annual Reports, to be published in the May *Backfire*.

TREASURER'S REPORT: The Treasurer read the statement of incoming and out going expenses as compiled by our auditor, Geelong Auditing Services, which are available for members to read if they wish.

Moved Libby Booley Seconded Graham Baldock

Carried.

ELECTION OF OFFICE BEARERS:

All executive positions were declared vacant. President John vacated the chair and introduced life member Trevor Schneider, who took the chair and thanked all office bearers for their work through the year and announced John as President unopposed.

John took the chair and introduced:

Vice President – Dallas Jones.

Secretary - Fred Harris.

Treasurer - Maurice Healy.

All were unopposed.

General Committee nominations –

Rod Booley, Ken Parry, Mike Hanneysee, Gus Shea, Peter Telfer, Rod Roach, Sean Murphy, David Mitchell, Cheryl Elliot.

As the number of nominations **did** exceed the eight positions required an election was held and the successful nominations were:

Rod Booley, Ken Parry, Mike Hanneysee, Gus Shea, Rod Roach, Sean Murphy, David Mitchell, Cheryl Elliot.

Ray van Galen – past President.

John thanked Peter Telfer for his time on committee.

AUDITOR:

Libby asked that the election of an auditor for 2016 / 2017 be delayed as Maurice to investigate an alternative as it is getting expensive.

PRESENTATION OF TRORHIES:

25 year membership badge presented to Ken & Caroline Armstrong, Eric Brown, Ken & Noelene Loone, Kevin & Julie Wilby.

Club member of the year – Gus Shea.

Meeting closed at 9.25pm followed by supper.

PRESIDENT'S AND SECRETARY'S REPORT TO THE ANNUAL GENERAL MEETING

President's Report 2016

Time to reflect on the year that has passed. I've enjoyed the challenge of my first year as president.

I'd like to start by thanking our committee for their support and willingness to work for the club, to make it an enjoyable experience for members.

Thanks to Max Tucker and Trevor Schneider for their input and advice when I have needed it through the year. Dallas Jones, who stepped in to take care of business in my absence, and for the times I have called him to talk things over. It's been a pleasure to have such a reassuring colleague. Thanks Dallas. David Perkins, I could not be without you when it comes to sensible legal advice and decision-making, which clarifies any issues that arise. Thanks David.

To Fred, our secretary, Maurice our treasurer; our club cannot function without you both. To Raelene our minute taker who sit here keeping a record of all proceedings.

Rallies – we have had lots of outings this year to all sorts of destinations. Our swap meet once again raised considerable funds to enable us to provide the services we all enjoy. Our Ladies Day was well received by the ladies who so often take a back seat in proceedings and events. The tour through Ford, our Seasick Rally, the long-distance rally and many others have been highlights throughout the year once again.

I'd like to thank our rally director, Gary Mellington, for the extraordinary work he does. No need to have a heart attack though to escape this position when a simple phone call would have done the job.

A big thank you to Sean for stepping in so generously, carrying out the job with perfection - thanks Sean.

This year we are losing three committee members – Wayne Oliver, Gary Mellington and Roger Sykes. Roger has been a committee member for nine years, during which he has been president and a delegate to the Federation meetings. Thank you for your commitment Roger.

A big thank you to Libby for her efforts in producing our backfire and to Jon Breedveld, one of our new members, for taking over the mighty task.

Thanks to Gus Shea for his tireless work on the red plates.

There are always so many of you who contribute to the well-being of our wonderful club so please forgive me if I've overlooked thank you's that should have been made.

I look forward to another wonderful year, and once again invite suggestions that will continue to enrich the opportunities that we can offer.

John Bailey

Secretary's Report 2016

As the 49th year of the Western District Historic Vehicle Club draws to a close I would like to take this opportunity to thank President John for his leadership and sense of humour he has delivered to this club over the last 12 months. I would also like to thank our Treasurer, Vice-President and the Committee for their time and effort to keep our club operating so well.

There are so many volunteers that keep this club going it would be hard to name them all, but from all members of the committee, we sincerely thank any member who has contributed in some way for this great club.

Our major event for the year is our annual Bay City Swap. It was another special event, with our Swap Committee organising, and a host of volunteers working to make this a success. Thanks to everyone involved.

The Ladies Luncheon was a very well organised and a thoroughly enjoyable day was had by everyone, so much so that it is to become an annual event.

There were many rallies, luncheons, displays, BBQs and other activities too numerous to mention, all of which require some-one to organise and to those who made these possible I thank you. Even last week we had a good turnout of members to rejuvenate the exterior of our clubrooms. Again our ladies supplied a morning tea and lunch. With many willing helpers the job was completed by early afternoon.

To all members enjoy the friendship and the passion for our club and our vehicles.

Fred Harris

CALENDAR OF EVENTS

WDHVC EVENTS

25th APRIL - MONDAY

ANZAC DAY.

ANZAC day breakfast run. Assemble at the clubrooms at 8:30am for a drive to the Aireys Inlet park. Numbers required at the April AGM. BBQ breakfast, Tea and coffee supplied, BYO chairs, tables and Aussie spirit. Contact Sean 5298 1476 to get your name on the list.

11th MAY - WEDNESDAY

DINE OUT

When: 6pm Weds 11th May. Where: Leopold Sportsman Club, Kensington Road
Save up a dollar or two and come and join us. Contact Gary on 5275 2544 or 0427 752 544.

12th MAY - THURSDAY

SWAP VOLUNTEERS DINNER

Swap volunteers dinner at clubrooms 6.30pm.

13th MAY - FRIDAY

SWAP MEET SET UP

Swap meet set up day, starting at 9am.

14th MAY - SATURDAY

GEELONG BAY CITY SWAP

22nd May - SUNDAY

OBSERVATION RUN.

Set to bring back a little fun to the club. Assemble at the clubrooms from 10am.
50km mystery run, with points and items to collect along the way, culminating in afternoon tea at the clubrooms, along with prize draws. BYO packed lunch to have along the way. Concerns raised considered and allowed for.

Contact Sean on 5298 1476 or via email spelmurphy@hotmail.com for details - but no secrets given!

JUNE Marylyn Monroe exhibition - Bendigo.

Bus trip, has been **cancelled** due to lack of interest. Sean 5298 1476.

JULY

PRESIDENTS RUN

OTHER CLUBS EVENTS

FRI 28th OCT TO TUES 1st NOV

WARRAGUL RALLY

The Warragul Rally will be held on the Melbourne Cup weekend in November. I have been in touch with the Warragul Gardens Holiday Park and they have a number of cabins at the park for us to rent for the weekend.

For further details please ring Sharyn Harris 5259 2053 or 0417 546 089.

NOTICES

CRAFT / TECH NIGHTS

Tuesday 24th May will be about exhausts. Bring along manifolds, headers, extractors, mufflers, resonators, cats (not the four legged type nor the blue and white types), pipes, whistles, fish tails, tips, cut-outs, x-pipes, megaphones, etc.

Remember you are among friends, so feel free to tell us about your items, If you feel shy, no problem. Someone else will be happy to talk for you. Arrive around 7pm, so we can set up for 7.30pm start.

There is a wealth of knowledge and experience among our members, and it is great to hear their stories.

I hope to continue Tech Nights for as long as possible, on the fourth Tuesday of each month. Your suggestions for future Tech Nights would be appreciated.

Ladies, of course, are welcome to participate, in Tech Night, or Craft Night, or just have a chat and a cuppa.

Peter Telfer

Many Hands Make Light Work

Having arranged for two working bees to repaint the exterior of the clubrooms and perform several other maintenance jobs, it was great to see the 30 plus members who turned up on 9th April knock the whole lot over in the one day!

After some initial sorting, there were soon bodies everywhere, with brushes, rollers and scrapers attacking all sides of the brickwork. Other were up ladders, replacing rotten fascia ends. Further teams cleaned windows and walls.

Many thanks to Graeme and the organising team, to the ladies who prepared scrumptious scones and cream and the men who cooked up a mean mass of onions and sausages on the barbie, and to the members who turned up in force to make the day a success.

Also to Fred, Gus and Jon, who prepared the walls with pressure washers the day before.



The Ford Consul

The new Ford Consul was announced to the Australian public in November 1952.

A contemporary review of the car described it as being: "of perfect size, small enough to be handy in traffic, yet big enough for five large people, (with a) quiet and flexible motor, smooth riding and handling qualities, and powerful brakes."

The new Consul featured a square body shape, which the review described as: "a scaled down version of the Custom V8, with smooth, flush panelled lines, short bonnet and large rear decking."

"Inter axle seating is a feature, with room for three people in the front and two in the rear. A large curved windscreen and low bonnet give excellent forward visibility, while the interior appointments offer every comfort that one could wish for in this price class."

"On the road the Consul is a delight to handle, the steering is good, it could almost be mistaken for a rack and pinion type while a suspension ironed out the potholes without any tendency to be sloppy on corners. There is little tendency for the car to roll and vertical motion is slight."

"Although not designed for either spectacular top speed or acceleration, the console offers a performance equal to the requirements of the average driver. A quiet comfortable cruising speed 55 mph can be maintained easily while 60 to 65 mph can be achieved with little noise or effort."

"Interior finish is simple and serviceable, the Australian model tested being upholstered in leather, while the luggage compartment is of useful dimensions with the spare wheel mounted vertically to one side."

Although of the vacuum type, the windscreen wipers are operated from a vacuum pump in conjunction with the fuel pump and don't peter out when the throttle is opened.

"Accessibility of the motor is a feature of the bonnet design and servicing points can all be reached without any bother. There is no doubt that the Consul is one of the best medium-size cast produced since the war in the median price range and should prove both useful and popular in this country."

Specifications

Engine

Four-cylinder overhead valve engine of 1508cc. Bore 79.37 mm. Stroke 76.2 mm. Compression ratio of 6.8 to 1. Downdraught carburettor, 12 V electrical system.

Transmission

Single plate clutch, three speed synchromesh gearbox with steering column lever. Overall ratios: first 13.145; second 7.59 and top 4.625 to 1.

Suspension

Independent front suspension with coil springs and built-in hydraulic shock absorbers. Semi elliptic springs and hydraulic shock absorbers at rear.

Brakes

Hydraulic, two leading shoe at front and independent mechanical handbrake.

Steering

Berman worm and peg steering with 17 inch wheel.

Wheels and tyres.

13 inch steel disc wheels with wide base rims. 5.90 x 13 tyres.

Dimensions

Wheelbase 8'4".

Overall length 13' foot 8 ^{3/4}"

Overall with 5'4".

Overall height 5' ^{3/4}".

Weight 2347 lb.

Ground clearance 7 ^{1/2}"



The World's Worst Cars?

This month *Backfire* continues the series, taken from the book *The World's Worst Cars*. Please don't take offence if your car features in this segment in the coming months - 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**

BADLY BUILT CARS

ALFASUD: SOUTHERN ITALY'S SHIPWRECK (1972 – 84)

Specifications

Top speed: 149km/hr (93mph)

0-96km/h (0-60mph) 14.1secs

Engine Type: flat four

Displacement: 1186cc (72ci)

Weight: 823kg (1830lb)

Mileage: 7.6l/100km (37mpg)

The Sud was Europe's biggest motoring might have been. Brilliantly styled and fantastic to drive, it had the potential to become an all-time great and would have been just the tonic that the struggling Alfa Romeo needed to boost its sales chart.

And so it nearly was. Initial reviews of the car were positive, with road-testers complimenting its fluid handling, lively flat-four engines and sporty nature. But the rot soon set in – in the most literal sense.

The Sud was so called because it was built in southern Italy, at a new plant in Naples, where unemployment was rife. Labour relations were dire, however, and cost cutting led to the use of recycled Russian steel, which meant that the Sud was dreadfully made. Initially, it was the cars plastic trim that fell off – but, within two years, most Suds had started to rust like shipwrecks.

Alfa Romeo persevered, though, and despite the quality issues the Sud enjoyed a 12- year production run. A face-lift in 1981 gave it a new lease of life, but while Alfa Romeo invested lots of money in refreshing the car with chunky plastic bumpers and a revised interior, they completely forgot to improve the quality of the metal.

It took Alfa Romeo nine years before a hatchback version of the Alfasud was offered, but it was too little, too late – especially as the boot let in water!

The flat-four 'Boxer' engines were renowned for their sporting character – and the Sud didn't disappoint. It was lively and sounded great, but reliability was let down by dire electrical problems.

The Sud was neatly styled, but it looks faded quickly. So bad was the metal quality that rust soon spoiled the front wings, rear arches and sills, and even appeared in the middle of panels, such as the roof and hood.

The great shame about the Alfasud was that, build quality aside, it was a fabulous car. It was offered as a family saloon, but the handling abilities of a genuine sports car. After less than three years, most Suds had been extensively welded, such was their lack of structural integrity.

As well as the original four-and two-door sedan models, the Alfasud was also offered as an incredibly rare estate, and a pretty two-door coupe called the Alfasud Sprint.



RALLY REPORTS

Smell the Roses 16/4/16

This was the last one for the year and the weather showed us why. We all arrived at the café in Highton somewhat wet and cold. But, being tough old codgers, we decided a bit of water wasn't going to stop us. As it turned out, after a protracted coffee stop, the weather had cleared a bit so we set off. Well, we almost got going but Ray discovered that Judith had driven off in the Capri with his helmet! So after chasing her down and retrieving said helmet, and with that helmet firmly atop Ray's head, we set off.

The convoy of 10 vehicles headed out through Highton and Ceres on the Barrabool Hill Road, turning off at Pollocksford Road, onto the Hamilton Highway then to Inverleigh. From Inverleigh we made our way to Winchelsea. From Winchelsea we took the Deans Marsh Road and turned off at Cape Otway Road and made our way to Moriac.

As always seems the case, we had a mechanical issue with one of the bikes: this time it was mine. My ever reliable BMW developed a continuously brightly shining alternator light just out of Inverleigh. I managed to ride it home without really causing any disruption to the run.

Back at Moriac, I opened up my garage for the attendees to have a look through. The CF Bedford van restoration attracted some interest due to the nostalgic retro style décor but the electric motor-bike project was by far the centre of attention. We then enjoyed an easy paced BBQ lunch with lots of eating and good conversation.

Thank you to all those who were brave enough to make the effort to come out on a day that initially didn't look like fun. With *Smell the Roses* in recess now until the weather improves, I look forward to the next one later in the year.

Those attending were:

Ray van Galen	(1986 Honda Shadow)
Dallas Jones & Yve	(1983 BMW R100RS)
Scott van Galen & Katy	(1988 Honda Hurricane)
Ray Matthews	(Honda CB125)
Rod Roach	(Honda Goldwing)
Judith Matthews	(1972 Ford Capri)
Lyle Loffler	(1983 Honda Boldor)
Libby Booley	(Triumph Stag)
Mick Wright	(1983 BMW K100)
Merv & Elva Baum	(1990 Ford Laser).

Dallas Jones



Hot Dog Run to Moriac

Thanks to the 36 people in about 19 cars who attended the hot dog run, which was held at a park in Moriac. Thank you to Ken Shepherd for dealing with the council to allow us to park where we were. Also Graham and Raelene Pretlove, Ken and Jenny Parry for organising and cooking the hot dogs and sweets for us all to enjoy.

It is good to go somewhere different and fairly close to town. The good company makes the outings worth doing. Another great day giving our old cars a run and enjoying the company of our participating members. The people who didn't turn up missed a good day.

(Article put together from reports sent by Libby Booley and Graham & Raelene Pretlove - JB)

Bus/Train to Warrnambool

Thanks to the 29 members & friends who joined us on a warm sunny day at the station for our day out.

We had our own 'special' bus. The driver giving us a short commentary along the way, being able to mingle on the carriage on the way home was good. We enjoyed it as it was something different to do, so hope others did as well.

Graham & Raelene Pretlove

BAY CITY SWAP MEET

14th MAY

VOLUNTEERS REQUIRED!!!

The Swap Meet has been running annually for many years, and pleasingly, gets better each year. The event is an important one for our club, but would not be possible without the generous support of our many volunteers, who volunteer their time in the lead up to, and on the day.

At the April and May meetings, we will require members who wish to volunteer, to register their interest with either Kevin Smith or Murray Foran.

VOLUNTEERS DINNER & INFORMATION NIGHT Thursday 12th May 2016

A dinner followed by an information session will be held on this night in our Clubrooms, for all volunteers. This lovely dinner is provided by our wonderful lady members, and will commence at 6:30pm.

A comprehensive information session will follow the dinner and comprise a list of all duties that volunteers will undertake in the lead up and during the Swap Meet, together with rostering and emergency procedures.

This is your opportunity to ask any questions that you may have to ensure things run smoothly on the day.

Inquiries - Fred Harris,
Swap Director
(03) 5259 2053

SET UP DAY - Friday 13th May 2016

On this day, we will need assistance from plenty of volunteers to help with the set up of the arena ahead of the Swap Meet the following day.

Morning tea and a BBQ lunch will be provided to volunteers attending. The more hands on deck we have, the quicker we will get the job done: we would be grateful if you are able to assist, even if it only be for an hour or two.

Fred Harris
Swap Director
(03) 5259 2053

SWAP DAY! Saturday 14th May 2016

We will be looking forward to another successful Swap Meet, and thank you again our generous volunteers.



Western District Historic Vehicle Club Inc.

Don't miss it - Put it in your diary now!



GEELONG BAY CITY SWAP MEET

Saturday May 14th, 2016



Geelong Showgrounds
Melway Ref 452 E10



Plenty of room for displays Bargains for motorists, restorers, collectors, craft enthusiasts, DIY mechanics etc.

7.00 am Start

Admission for Adults \$5 -- Children free

Outdoor Sites (10m x 6m) \$10 plus \$5 admission charge
(No booking required for outdoor sites)

** Area for display and sale of Special Interest Vehicles**

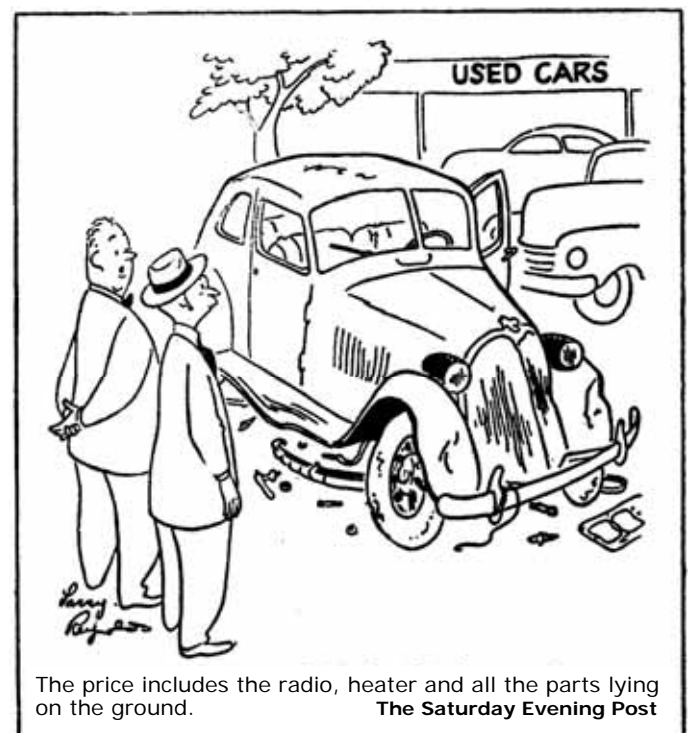
Overnight camp sites available, for stallholders only

Food available on Friday evening from 4.00 pm to 8.00 pm
Geelong mobile ATM facilities available on site

Telephone enquiries - 0417 546 089
Mail enquiries- WDHVC Box 200 Newcomb Vic 3219

STRICTLY NO DOGS ALLOWED IN SHOWGROUNDS
NO FIRES PERMITTED NO UNAUTHORISED FOOD VENDORS
NO RIDING OF SKATE BOARDS, BICYCLES, MOTOR BIKES OR
RECREATIONAL VEHICLES IN SHOWGROUNDS

**PARKING FOR NON -SELLERS WILL BE IN THE
RACECOURSE ADJACENT TO THE SHOWGROUNDS**



The price includes the radio, heater and all the parts lying on the ground.

The Saturday Evening Post

The new Morgan Plus Four

One of the best looking and largest two seater sports car to come from the Morgan works, the Morgan Plus Four, is another exponent of the latest innovation in modern sports car design - to be power weight conscious. Fitted with the standard Vanguard motor, a unit of 68 brake horsepower, the Plus Four unladen curb weight is only 16 cwt.

The vehicle on the road is a delight to handle, the motor giving a feeling of exciting power and the exact responsive steering gives a feeling of security that is hard to beat in cars of a similar type.

The Morgan slogan has always been to be able to build a car that would be the fastest on the market to any car of a similar type and of a comparable price. The Plus Four is well within this mark, having a top speed in excess of 85 mph and still below £1000 in Australia.

Flexible motor

When driving the car, one is immediately impressed by the flexibility of the motor and its willingness to pick up from as low as 10 mph in top gear.

The Morgan is as adaptable to city work as it is to the open road. The turning circle of 33 feet with 2¼ turns of the wheel from lock to lock is a feature that is more than adequate. The best cruising speed for the car is hard to find. However between 70 and 75 mph it travels with complete ease and there seems to be no feeling of strain or fatigue on the car or driver on along country run.

Outstanding acceleration

The acceleration from rest is amazing, nought to 30 miles an hour being reached in about four seconds and nought to 50 mph in about 10 seconds. These impressive figures show that the car, in the right hands, should perform well in competition events. When attempting a snappy take off, one is instantly aware of the positive, easy changes that can be made with a four-speed gearbox.

A surprising feature was the nonadjustable driving position; however for the normal driver the position is not uncomfortable. One soon grows accustomed to it. Being set very low, the air cushion seat gives you a good support under the knees. The backrest is upright and seems to mould into one's back, immediately making one feel part of the car.

The lowest part of the car is the floor, which encloses the whole of the transmission. This feature is typical of the Morgan design and is a good insulation from draft and road noises. The padding along the top of the doors is a very desirable feature and coupled with a good view forward over the long bonnet, happy touring is assured.



Luggage capacity

Most sports car owners will find the luggage carrying capacity behind the seat to be sufficient to meet their normal needs.

The suspension is more flexible than that of its predecessors and anything but very severe road shocks are absorbed into the patent Morgan design.

The Girling hydraulic brakes are efficient and will respond to all that is asked in an emergency or when driving hard.

Petrol consumption is reasonable for a car of this type, with about 25 mpg available with fast driving.

Taken in all, one could say that the Plus Four should be one of the best to leave the Morgan works.

Price £1000 (including tax).

Specifications

Engine

18 hp four-cylinder overhead valves, 85 x 92 mm. 2088 mm.
Brake horsepower 68 at 4200 revs per minute.
Compression 6.7 to 1

Torque

Maximum 112 foot pound at 2300 revs per minute.
19 mph per 1000 revs per minute on top gear.

Weight 1600 weight

Tyre size 5.25 16 inch, on bolt on, steel disc wheels.

Tank capacity 11 gallons.

Approximate fuel consumption 26 mpg.

Turning circle 33 feet left and right. Steering wheel movement from lock to lock 2 ¼ turns.
12 V electrical system.

Dimensions

Wheelbase 8 foot track 3'11" (front); 3'11" (rear).
Overall length 11'10"; width 4'8"; height 4'4".
Minimum ground clearance 6"

The Australian Monthly Motor Manual January 1952

WDHVC MEMBER PROFILE



Name?

Bill

Where were you born?

Coleraine

Family?

Wife, son and daughter and 3 grand children.

Number of years in the WDHVC?

Twenty four years.

Other interests?

Sheep farming, breeding sheep.

What was your first vehicle?

1926 Morris Cowley.

What vehicle would you love to own?

E Type Jaguar.

What vehicles do you have now?

1970 HT Holden Ute 1958 Wolseley 1500 Series 1.

Profession?

Farmer and Parks & Gardens.

Skills?

Jack of all trades.

What bugs you the most?

Crows (being a sheep farmer).

What makes you happy?

Car club runs.

SALES, WANTED & CLUES

For Sale

1967 Austin 3-38-N Fire truck. Fully functional ex CFA (small town unit) reco'd in Ballarat and always kept under cover. Was JVL 571 but not currently registered. In very good/excellent condition. \$12,700.

Karl Lorenz 52841451

4/16

4 Michelin tyres 195/85 R16" LT steel radial tubeless \$425 ONO.

Dunlop 750x17" 10 ply tube & rim tape \$85 ONO. GEELONG black & white enamel plate \$25 N.O.S. Chev complete water pump \$160.

4 pieces steel mesh reo 8' x 4' \$25.

Kevin Ph. 5248 3032.

3/16

Wanted

MGB MK11, Australian delivered in top or showroom red in colour. I am wanting to buy the MGB for weekend/club use and willing to pay the right price for the right vehicle.

Please contact Tony Caruana on [0417 489 247](tel:0417489247) or email tony.caruana@bigpond.com

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For sale/wanted ads are free to Members and appear for two (2) issues of *Backfire*. To remove the advertisement from the second issue, please email the Editor 'editor@wdhvcgeelong.com.au'

Reminder: All vehicles in the "For Sales" must have VIN number and Price or Registration Number and 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 that have been removed due to age will remain on the website. Please advise if you have sold the item or want it removed.

All ads for cars also appear on the club web site where greater detail and photos (where supplied) can be viewed. Go to <http://www.wdhvcgeelong.com.au/wdsale.html>

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If undelivered return to:
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 PO Box 200
 Newcomb VIC 3219

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PP 1000/19091

BACKFIRE

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May/June 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
24	25 Anzac Day Run 8.30am	26	27	28	29	30
1 MAY	2	3	4	5	6	7
8	9	10 General Meeting 7.30pm	11 Dine Out Leopold 6pm	12 Swap volunteers' dinner 6.30pm	13 Swap Meet set up day 9am	14 Bay City Swap Meet 7am
15	16	17 Committee Meeting 7.30pm	18	19	20	21
22 Observation Run 10am	23	24 Tech/Craft night 7.30pm	25	26	27 Last day for <i>Backfire</i> items	28
29	30	31	1 JUNE	2	3	4