

# BACKFIRE

Volume 51 No 4 August 2017

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.

## REMEMBERING 50 YEARS OF THE WDHVC - 1967 to 2017



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 - 2017/2018 .....	2
CONTENTS .....	3
PRESIDENT'S REPORT .....	3
GENERAL MEETING MINUTES .....	4
GENERAL MEETING MINUTES ctd .....	5
PRESIDENT'S DAY .....	6
PRESIDENT'S DAY ctd .....	7
CALENDAR OF EVENTS .....	8
NEW MORRIS MINOR 1949 .....	9
DESIGN DISASTERS .....	10
JULY TINKER DAY & JUNE TECH REPORTS .....	11
VALE LYNTON FLETCHER .....	12
MEMBER PROFILE .....	13
AFFORDABLE BRITISH CLASSICS .....	14
MARS BAR COMPETITION & SALES, WANTED & CLUES .....	15
CALENDAR .....	16

---

## PRESIDENT'S REPORT

Hi to all,

Thanks to all those who attended President's Day with such great spirit and sense of fun, which made the day so entertaining, regardless of the icy conditions.

I can't thank Pam and Gus enough for the generous offer of their lovely property for the occasion. Thanks also to Ivan and Graham, and grandson Byron for being right there in the action throughout the day, and with such good humour.

As always, the barbecue bosses and ladies who baked delicious sweeties were appreciated in abundance and, much to everyone's delight, Pam made the famous 'Club Scones!'

Our next month's meeting features the annual, not to be missed, auction. Rifle through your treasures and find those you can live without to help make a fun evening's entertainment.

Lastly, we were all sad to hear of the passing of Lynton Fletcher and Ken Parker. Our thoughts are with their families.

Happy motoring,

Cheers

*John.*

***Photo: John and grandson Byron supervise the demonstration "trial run" of the blindfold driving on President's Day. (A bit close to the bollard!)***



# GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 570 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.  
HELD AT THE CLUBROOMS ON TUESDAY 11<sup>TH</sup> JULY 2017 at 7.30PM

## PRESIDING

President John Bailey opened the meeting and welcomed 120 members and visitors to the meeting.

New members Ron Tangey and Ern Miller were welcomed.

## APOLOGIES

Graeme Peacock, Lindsay Rodgers, Dallas Jones, Colin Jordan, Joan Stott, Bill Guthrie, Alex McLaws, Linda & Ken Parker, Jim Maffett, Nancy & Duncan McIntosh, Eva Barwise, Lyndsay Nobel, Robert & Helen East, Raelene Pretlove, Gwen Tucker, Lorraine Lee, Tim Booley, Nick Neeson, Jane Millard, Ron Jackson, Tony Brincat, Gary & Noreen Mellington

Moved: Jim Coates

Seconded: Graham Cameron Carried

## SICK LIST

Maurice Healy, Ken Parker and Lynton Fletcher.

## MINUTES

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

Moved: Graham Cameron

Seconded: Libby Booley Carried

## CORRESPONDENCE (Fred)

### INWARD

#### Letters

- Bellarine Vintage Machinery Group invitation to attend their event on 3<sup>rd</sup> September.
- Thank you card from Vince and Tonia Fedele for the Club's kind thoughts on the passing of Tonia's mother.
- Allsure Insurance for building contents insurance.

#### Emails

- Ambulance Victoria requesting the Club upgrade the A E D web registry.
- Roger Ruzzier requesting two Jaguar cards for his wedding day.

### OUTWARD

#### Letters

- Letters to new members approved at the last committee meeting:

Ian Thomas Ron Tangey Janine Donahue  
Ern Miller Corey Pretlove Terry Van Slaggen

- Letter to inform VicRoads that Bob Barclay is a current financial member.
- Get well card sent to Leigh Dwyer, Ken Parker and Lynton Fletcher.

#### Emails

None.

Moved: Gus Giustini

Seconded: Rod Booley Carried

## TREASURER REPORT (Maurice)

No report this month due to Maurice's illness.

## PROGRAM DIRECTOR (John)

Auction night next month.

## LIBRARY (Gary)

The Librarian reminisced about the joys of caravanning and married life.

## DINE OUT (Gary)

Next dine out will be at the White Eagle House. Seven members plan to attend.

## EDITOR (Jon)

- General update and thanked the contributors for their support.
- Jon asked that members complete the survey form with ideas and comments.

## FEDERATION REPORT (Cheryl)

No Federation meeting this month.

## COMMITTEE REPORT

Meeting supported the six new members (see Correspondence above for names).

## TINKER DAY (Ray)

- Next Tinker day is scheduled at Deakin University for July 13<sup>th</sup>.
- The meeting congratulated Betty Jenkins on her 90<sup>th</sup> Birthday.

## MARS BAR AWARD

Peter Tillotson correctly guessed Frank Anderson.

## VEHICLE PERMITS (Gus)

- More discussion on the VicRoads position on red plate cars parking in the street and the Geelong Council view on unregistered cars.
- Legally the council could remove the vehicle as it is technically unregistered without a log book entry.
- Members advised to complete their log books.

## GENERAL MEETING MINUTES ctd

- The National Trust has again contacted the club about the restoration of two cars.

Glynn Gersbach gave a very interesting history of his 1959/60 Mark 9 Jaguar.

### CRAFT NIGHT (Linda)

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

### RALLY REPORTS/EVENTS (Rod)

- A good but cold Shake & Shiver rally with seven bikes and two cars attending.
- Twenty five members attended another successful Coffee Run.
- The President's Run was a great success with many members already looking forward to the next one. President John thanked Gus and Pam with a small gift on behalf of the Club.
- Rod reminded members to let the rally organiser if you plan to attend rallies. Also let the organiser know if you need to withdraw after previously advised the Club that you would be attending.
- The **Fox museum visit is on August 16<sup>th</sup>**, not the date advised in *Backfire*.

### LONG DISTANCE RALLY (Sharyn)

Rally will be held from 13 Sept for seven to 10 days through NSW. Lakes Entrance will be the first stop.

### TECH NIGHT (Peter )

Last month's focus on hub caps will be followed up with favourite cars you have owned this month. Bring photos!

### SWAP MEET (Fred)

No report this month.

### GAPS

(Geelong Agricultural & Pastoral Society)  
After 10 years as the Club delegate, Bob Thompson has resigned from that role. Nominations are called for a new delegate.

### KITCHEN (Rhonda)

No report this month.

### GENERAL BUSINESS

- President John formally thanked Bob for his many years as the Club's delegate on the GAPS committee.
- Ray Matthews thanked Max Tucker for his many years of service as the Club delegate on the Federation. Ray also thanked Bob for his GAPS role.
- 

- General discussion on the strengthened Customs' controls over asbestos in imported vehicles. Members should check the regulations before they import a vehicle.

### FOR SALES, WANTED & CONFESSIONS

None this month.

Meeting closed at 8:50pm.

**Next meeting (auction) to be held at 7.30pm on 8th August 2017 in the clubrooms.**



Photo:

**The 1959/60 Mark 9 Jaguar on show at the July meeting. Owner: Glynn Gersbach**



## CLUB MERCHANDISE

### Show You Belong

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

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

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

**Don't forget the anniversary badges too!**

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



# President's Day Automotive Event

We left the clubroom and headed out to Gus's place for a fun day featuring a variety of automotive competitions. In the first event, as each car arrived at Gus & Pam Shea's place, the passenger was required to lob a golf ball out the window and over the car towards a "golf 'hole" in the paddock beside the entry track. Judging from the results not many would be suitable for delivering papers!

Gus's place is surrounded by open grazing country with nothing to stop the strong west wind. With the chill factor it felt like a southerly wind from Antarctica, but this did not stop the enthusiasm and enjoyment of the club members.

Coats, beanies and jumpers were the order of the day and the drum fire kept those closest to the action warm – after all it was winter time! It did not rain until the end of the day when we had a fine mist that did not show up on the BOM radar.

For the main event the driver was blindfolded and had to rely completely on his or her passenger for clear, precise directions as they drove around the course in a time trial.

The highly modified Corolla wagon (spot lighting vehicle) supplied by our President for the occasion was negotiated (with varying degrees of accuracy) up and back between a line of witches hats, after which it had to be reversed into the 'garage'. This was not easy and a lot of witches hats were hit.

Partners had a chance to tell the other half where to go! (Lesson: choose someone else's partner as your navigator – you don't live with them!)

The trusty club trailer, complete with adept cooks, provided a delicious BBQ lunch. The wind slowed the cooking, but the sausages and hamburgers were nice to eat.

Another event required pairs of drivers to speed their cars up and down a line of witch hats, with a tennis ball on top of each. The passenger leaned out as far as they dared to pick up the balls, after which the cars tore back to the end of the row and the balls were dropped into a bucket. I remember playing this at school in the 60s, except we had to run up and down the line!

After this we returned to the sheltered veranda for sweets, with rainbow cake and jam and cream scones

Many thanks to John and his helpers for organising the day, for Gus for use of this property and all the cooks.

Look forward to it again next year.

*Lindsay Alford*







*The veranda & fire were the preferred spectating venues*



*Passengers stretched themselves to retrieve the balls.*

*Some had short arms!*



*An apparent plea for divine help did Ray no good as he went for the gold (tennis ball).*



*Judith & Ray and Fred & Sharon were among the couples who took on the blindfold challenge*

# CALENDAR OF EVENTS

## WDHVC EVENTS

See also -  
calendar summary  
on back page.

### 30 JULY - SUNDAY

#### CASSEROLE LUNCH AT CLUBROOMS. 11am.

Bring along a Casserole or Sweet to share. Contact Barb Van Galen. 5278 9368.

### 3 AUGUST - THURSDAY

#### MORNING COFFEE RUN TO NARANA CREATIONS.

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

### 8 AUGUST - TUESDAY

#### GENERAL MEETING 7.30pm. Clubrooms. Auction Night.

Rifle through your treasures and bring along those you can live without.

### 9 AUGUST - WEDNESDAY

#### DINE OUT 6pm Belmont Hotel, High Street.

Banks are "on the nose". Sell a share or two and come and join us.

### 15 AUGUST - TUESDAY

#### AUGUST COMMITTEE MEETING 7.30pm.

### 16 AUGUST - WEDNESDAY

#### VISIT TO THE FOX CAR COLLECTION IN MELBOURNE.

Free entry to WDHVC members. **Bring name badge.** Catch the 8.55am train from Waurin Ponds that stops at all stations. Contact Rod Booley 5281 5340 (0417 021 982). - **NOTE: NEW DATE -**

### 17 AUGUST - THURSDAY

#### TINKER DAY 10.30AM

Meet at the clubrooms for a Mystery Run to a location within 20 kms.. Bring your own lunch, chair, mug and sense of adventure.

Ray van Galen. 5278 9368 0411 954 865

### 18 AUGUST - FRIDAY

#### DEADLINE FOR SEPTEMBER BACKFIRE ITEMS

### 20 AUGUST - SUNDAY

#### LUNCH RUN TO MT MORIAC HOTEL.

Add you name to the list at August meeting. Meet at Clubrooms at 10.30am. Contact Max 5229 9344.

### 22 AUGUST - TUESDAY

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

(Topic suggested by Trevor Schneider.) Bring along the car (if you still have it), or parts, photos, models, drawings, paintings, sketches, manuals, or anything else to do with it. Every one present is expected to speak this time. If you can't get enthused about your best car, you must be in the wrong club. If we have time, we may even discuss other cars you've owned, but, no worst cars please (we will save them for the Holden Night).

I say that in jest, because, in one of my past lives, I loved my white HK 186S Monaro, but that was before I discovered how much better cars had a blue oval. That should upset you Commodore-door owners! If your best car was/is a Commodore-door, you are very welcome to attend, and tell your story. We are a very broad-minded mob at Tech Night.

Ladies, of course are very welcome to attend Tech Night, or Craft Night, or have a chat.

A plate (with something edible on it) would be appreciated. We have a cuppa and a chat after the event, and it is not fair to eat all the lovely Craft Night ladies food. If you need to leave early, let me know, so I can put you in the spotlight early. I thank Trevor for his topic suggestion, and appreciate suggestions for future topics. If you have any skills, crafts, experiences or adventures which you would like to share with us, please talk to me. I don't run Tech Nights, I just get them started. All input is appreciated.

WEAR YOUR NAME BADGE AND WIN A FREE CHOCOLATE FROG!

All the best - Peter Telfer 0427 526 938

### 10 SEPT - SUNDAY

#### BYO PICNIC AT QUEENSCLIFF.

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

### 7 SEPT - THURSDAY

#### MORNING COFFEE RUN.

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

### 13/21 SEPTEMBER

#### LONG DISTANCE RALLY.

Our first port of call will be Lakes Entrance, then Merimbula, then Bateman's Bay, then Lakes Entrance again. There will be lots to see and do so if you are interested in coming and having a good time with good company please let me know.

We have lots of laughs and see some new country every time. Lots of stops for eating along the way and plenty of pit stops.

Sharyn Harris 0417 546 089 or 5259 2053.



## New Morris Minor - 1949

First Picture Of Morris Minor



Here is the first picture of the new Morris Minor. It is designed for economical motoring, with its weight saving mono construction build and low consumption 918 cc side valve engine. Features of the Minor include independent front wheel (torsion bar) suspension, inter axle seating, rack and pinion steering and automatic under bonnet illumination.

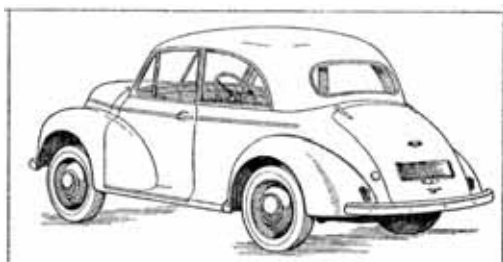
Although the exceptionally wide body allows unusual proportions of track and wheelbase for good roadholding and stability, the length of the Minor has been kept short enough for the car to be stowed in a small garage.

In it a serious attempt has been made to produce, if not a "people's car," certainly a very economical means of transport.

Basically the construction consists of a comparatively few large sheet steel pressings so welded together that, in the manner of an aeroplane fuselage, they take the strains and stresses usually absorbed by the chassis. The design was first put on paper in 1942 and a hand built sample was made as a diversion from wartime preoccupations.

Under the then existing horsepower tax, a 6hp two cylinder engine was projected. Later this was altered to a 2 stroke unit, but tests proved that the slow running was faulty. Then a "flat four" engine was designed, in one size for the home market and in a larger size for overseas sales. This however proved too expensive, and when the horsepower tax was abolished a normal four-cylinder power unit rated at 8 hp was fitted.

*Australian Monthly Motor Manual – January 1949*



## The original Minor MM

This series was produced from 1948 until 1953. It included a pair of four-seat saloons, two-door and (from 1950) a four-door, and a convertible four-seat Tourer. The front torsion bar suspension was shared with the larger Morris Oxford MO, as was the almost uni-body construction. Although the Minor was originally designed to accept a flat-4 engine, late in the development stage it was replaced by a 918cc (56 cu in) side-valve inline-four engine, little changed from that fitted in the 1935 Morris 8, and producing 27.5hp (21kW) and 39lb·ft (50.3 Nm) of torque. This little engine pushed the Minor to just 64mph (103kph) but delivered 40 miles per imperial gallon. Brakes were four-wheel drums.

Early cars had a painted section in the centre of the bumpers to cover the widening of the production car from the prototypes. This widening of 4 inches (102mm) is also visible in the creases in the bonnet. Exports to the United States began in 1949 with the headlamps removed from within the grille surround to be mounted higher on the wings to meet local safety requirements.

In 1950 a four door version was released, initially available only for export, and featuring from the start the headlamps faired into the wings rather than set lower down on either side of the grille. The raised headlight position became standard on all Minors in time for 1951. From the start, the Minor had semaphore-type turn indicators, and subsequent Minor versions persisted with these until 1961. An *Autobarn* magazine road test in 1950 reported that these were "not of the usual self-cancelling type, but incorporate[d] a time-basis return mechanism in a switch below the facia, in front of the driver".

It was all too easy for a passenger hurriedly emerging from the front passenger seat to collide with and snap off a tardy indicator "flipper" that was still sticking out of the B-pillar, having not yet been safely returned by the time-basis return mechanism to its folded position.

Another innovation towards the end of 1950 was a water pump (replacing a gravity dependent system), which permitted the manufacturer to offer an interior heater "as optional equipment". When production of the first series ended, just over a quarter of a million had been sold, 30 per cent of them the convertible Tourer model.

A 1098cc tourer tested in 1950 had a top speed of 58.7 mph (94.5 km/h) and could accelerate from 0–50 mph (80 km/h) in 29.2 seconds. However, the 918 cc engine did 0–60 mph in 50+ seconds. A fuel consumption of 42 miles per imperial gallon was recorded. The test car cost £382 including taxes.

- Wikipedia



# The World's Worst Cars?

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

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

## DESIGN DISASTERS

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

### JAGUAR XJ40 (1986- 94)

#### Specifications

Top speed: 235KM/H (141MPH)

0-96KMH (0-60MPH); 7.4SECS

ENGINE TYPE IN-LINE SIX

DISPLACEMENT: 3590CC (237CI)

WEIGHT: 1653KG (3674LB)

MILAGE: 16.6L/100KM (18MPG)

'A British Car to Beat the World'. That's how the XJ40 was billed when it made its Motor Show debut in October 1986, and on paper it should have been. A replacement for the XJ6 range had been on the drawing boards since 1972, but several setbacks stood in the way of the new model, and it took 14 years to reach showrooms, by which time it had morphed into what was allegedly the most technically sophisticated car on the planet.

Certainly, it sounded impressive, with over 3km (1.8 miles) of wiring in every car, electronically aided, self-levelling suspension and an on-board fault-diagnosis system. It drove beautifully, too, with a fabulous ride. But it was underdeveloped. Early cars had terminal rust problems, and the on-board computer developed an odd habit of diagnosing faults that never existed. Later cars were genuinely good, but the earliest examples were horrors.

Jaguar also sold the XJ40 with metric tyres, despite imperial measurements being the tyre-industry standard. As a result, only two suppliers offered rubber to fit the big Jag and charged a premium for it, making a puncture an unnecessarily expensive business!

**TYRE PRESSURES:** Jaguar dropped the metric wheels in 1990 and replaced them with imperial 15-inch ones. To confuse buyers and tyre-fitters alike, they had exactly the same spoke pattern.

After such a long time in gestation, it was a surprise that the XJ40 looked so much like all of Jaguar's previous models. Jaguar said buyers preferred it this way.

All XJ40s came with anti-lock brakes as standard, but these proved frustrating for most owners as they packed up with alarming regularity. The sensors malfunctioned, causing the dash display to claim there was a fault and rendering the car unroadworthy.

Along with its luxurious interior, the XJ40 had an LCD display on the dashboard that warned of potential faults, but it nearly always gave phantom readouts. When there was a genuine problem, most owners ignored it.

Poor quality on early cars caused them to rust early, and the most vulnerable areas were the rear arches, front valance, sills and door bottoms.

From the sublime to the ridiculous: the XJ40 (£27,400) started life as a true great, but ended up as something of a joke.



# RALLY & RUNS

## July Tinker Day Deakin University Visit

A big thank you to Col Jordan and Ray van Galen for organising this fabulous day at the IISRI (Institute for Intelligent Systems Research and Innovation). We were met by Dr James Mullins outside one of the many Deakin buildings and shown some very exciting and interesting robots. We were shown huge robotic simulators for aircraft, cars etc. also smaller robotic machines on tracks used by the defence force and the police. (James Mullins has a Mini Moke that he has restored and was quite interested in our club.)



The team of around 70 people in this IISRI section at Deakin, design and make all sorts of robotics from medical devices to defence force simulators. They develop state of the art algorithms and methodologies that provide practical solutions to real world problems that are encountered by systems operating with uncertainty, variability and change.

James was an excellent guide and answered our many questions. Many of the men were very impressed with the construction and welding of all the robots. We saw a drone that travels at 160 kph, a vehicle that drives by itself, medical probes used in operations that actually have the feel sensation and many more wonderful robots.

IISRI has five research laboratories with state of the art equipment, including a universal motion simulator, haptic devices, mobile and industrial robots, thermal and optical imaging systems, rapid prototyping machines, super computers and suites of process modelling and simulation software. We are so very lucky to have such clever people in Geelong and very lucky to be shown through it all on our Tinker day. This was one of the most interesting Tinker days that I have been on and we are very blessed to have people organising such great outings.

*Libby Booley*



## June Tech Night

Rob Kaub spoke about this organisation on the original technical nights and Peter restarting them again.

Rob was an apprentice panel beater/spray painter and told us about his experiences. One of the many stories was a horrible smell in a VW beetle when the heater was used. He cut open the heating duct (which was part of the chassis rail), removed a rat and welded it back up!

Rob's work also included colour matching paint for repairs. Manufacturer's paint codes and formula were used to get the colours. When cars were assembled in Australia, one factory assembled a number of makes of cars, and the largest volume manufacturer's colour formula was used for most of the other makes.

Rob then spoke about how cars were changed to produce crumple zones in accidents. Also the door pillars were widened at the base to strengthen the safety cell.

Rob worked in smash repair and when straightening the car the aim was to get the dimensions close and then matching for doors, bonnets etc.

This is only a little what was said in the very interesting talk, and thanks to Rob for his input. You also get a chocolate frog if you wear your name badge.

*Lindsay Alford*

## VALE - LYNTON FLETCHER

Club members were saddened to hear of the passing of life member and club stalwart, Lynton Fletcher on 14 July. Lynton was an active member for about 44 years, including serving as club secretary from 1975 to 1979 and 1984 to 2011 - some 27 years!. Despite failing health, he was on hand for the photograph of life members, taken at the car display that formed part of our 50th anniversary celebrations in March this year.

Lynton was made an honorary life member of the club in 2003.

Our sympathies to his wife, Celia, and sons, Jaryd, Luke, Nathan and Tim, and their families.

### *Story from Backfire of June 2003*

## LYNTON ELECTED AS LIFE MEMBER

At the 13<sup>th</sup> May meeting Lynton Morley Fletcher was elected to the position of Honorary Life Member of the Western District Historic Vehicle Club Inc. The Club administration and Life Members have had this matter under consideration over recent months and at the 400th general meeting presented a recommendation that resulted in a motion being carried electing Lynton as a life member.

He has been Secretary of our Club for over 22 years between 1976/1979 and from 1986 to the present time. A successful club cannot function without a good Secretary and we have certainly been fortunate in this regard. Lynton has literary skills that enable him to compose letters which can appropriately deal with the most difficult of matters, and over the years Lynton has brought to the club administration, a special kind of wisdom that has insight into the effect of decisions made, and his diplomacy has been a valued asset to the W.D.H.V.C.

Secretary Lynton has been the first point of contact for most of our new members when they seek to join the Club. He has also been a great supporter of "Backfire", our Club magazine, both in personal contributions (we all look forward to Pugtorque) and assistance to the Editors, by ensuring articles, reports etc are delivered on time to be included. He is also one of our magazine proofreaders.



*Lynton Fletcher, 50th Anniversary car display, March 2017*

Lynton has been a member of the W.D.H.V.C. for almost 30 years and in that time has participated in many Club events, local & long distance rallies, as well as invitation events from other groups.

Among vehicles driven by Lynton have been a Standard 12, 1936 Pontiac, Ford Prefect, Model A, numerous Peugeots' ranging from a 203 to 505, before settling in to be an unofficial (or should that be official) ambassador for Peugeots.

Lynton has actively participated in our Club working bees as well as being involved assisting at GAPS working bees. He has appeared consistently in our "Oily Faces", either personally or represented by "Narelle".

Lynton's contribution to the administration of our Club has been made without any fuss and bother or fanfare. He just faithfully gets on and does the job with the utmost reliability.

He is not just a member, but this Club is a vital part of Lynton's life, and we, as fellow members are privileged to have a person of his calibre as a life member of this Club.

*Article written by Max Tucker  
Backfire, June 2003*



*Farewell Pugnacious*



**MEMBERSHIP PROFILE - LYNTON FLETCHER ANSWERS THE QUESTIONS**

**How long have you been a member of the W.D.H.V.C.?**

32 years

**Can you remember how old you are?** Yes, unfortunately.

**What historic vehicles do you own?**

1957 Peugeot 203 C (original condition, only needed a tidy up ).

1928 Ford Model A tourer      1930 Ford Model A roadster

1936 Pontiac 6 sedan            1950 Ford Prefect

1972 Peugeot 404 ute            1959 Peugeot 403 sedan

**Are you restoring or planning another restoration?**

Not at present.

**Are you a member of any other vehicle or social clubs?**

Lake Goldsmith Steam Preservation society.

South Western District Restoration Group.

International Harvester Club Of Australia.

Moolap Chapter of Peugeot's Anonymous

Moolap Baptist Church.

**What sort of work did you do?**

Mechanical Engineer at International Harvester - 18 years

Spare Parts manager - Peck & Stokes Motors - 6 years

Currently absentee Dairy Farmer (farm near Shepparton).

**What is your favourite meal?** Seafood.

**Are you a good cook yourself?** OK on the basics.

**Do you like to cook?** Sometimes.

**Where would you most like to travel to?** New Zealand.

**What is the best place you have ever been?.** Tasmania.

**If money were no object, what vehicle (historic or not) would you want?**

Mercedes Benz W196 G.P. car.      **Why?** A Fabulous exhaust note.

**What type of music is your favourite?.** '50's & '60's - Golden Wedding - Woody Herman.

**Do you play sport?** No.

**Do you follow a Football Club?** No.

**What is your favourite movie?**

The Back Of Beyond - The story of Tom Kruze - Birdsville mailman.

**If you were to be Prime Minister for a day, what would you do?.** Delegate.

**If you were marooned on a desert island, who or what would you like to have with you?.**

The girl that I married and a solar powered laptop connected to the internet.

**What was your favourite toy when you were a child?.** Pedal car made by my Dad..

**What is your favourite "toy" now?.** Model cars.

**Do you like cats?** Yes.

**What is your favourite saying?.**

If he's as happy as Larry, who was Larry and why was he so happy?



# Affordable British Classics

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

## Ford 100E

**T**HE Ford 100E was destined to be the last sidevalve model produced by a large volume manufacturer in Britain, living on quite happily in a world of high-revving overhead valve engines. They were already out of date when launched in 1953, and were not to be phased out until '62.

Despite this, the cars had an enthusiastic following, and became renowned for their mechanical and bodily toughness. A large number have survived, their strength carrying them through years of neglect in most cases.

These are cars of enormous period charm, due to their slogging, old-fashioned engines, widely-spaced three-speed gearboxes and overall simplicity. Yet they are surprisingly comfortable, with plenty of room, good seats and competent suspension – MacPherson struts at the front and cart springs at the rear.



**The 1961 Ford Popular provided inexpensive, reliable motoring**

There are no special points to check, other than the MacPherson strut mounting points, the rear spring hangers and the sills.

While the cars have a top speed of only 71mph, and take a long time to get there, they will cruise all day at 60mph. They are perhaps better suited to country roads than to motorways.

There are plenty of these cars around, and most parts are available

without too much difficulty or expense. Expect to pay up to £1500 for a really good example, with an average price of about £1000.

The cars were launched as replacements for the 'upright' models descended from Fords of the thirties, and carried on well-known names. Initially, there was a two-door Anglia and four-door Prefect, followed in 1959 by a new Popular model to replace the 103E Popular.

All had a revised 1172cc sidevalve engine, now featuring water pump cooling

and adjustable tappets. Although they need frequent servicing, these engines will continue to run even when badly worn, as will the gearboxes.

The bodywork of these cars, while not as solid as that of the models they replaced, is more substantial than other cars of the period and has therefore coped remarkably well with the passing years.

### ENGINE/POWER

1172cc ..... sidevalve/36bhp

**SPEED** ..... 71mph

**PRODUCTION** ..... 1953-'62

**ECONOMY** ..... 25-32mpg

**Peugeot**

**SALES · SERVICE · SPARES**

**TOM KNOWLES**  
CONCESSIONAIRES  
**19, BRICK STREET**  
**PICCADILLY, LONDON, W.1**  
Telephone: GROsvenor 3573-4

### Quotes About Cars

I drive way too fast to worry about cholesterol.

-Author Unknown



It takes 8,460 bolts to assemble an automobile, and one nut to scatter it all over the road.

-Author Unknown



## Great Mars Bar Competition

*The August Competition*



Life was just great as a young child on the farm, you got to have pets that you could eat later on, and you can't do that with a Barbie doll!

If you were lucky, you got to get the milk straight from the cow's udder and cream from the separator. Making butter blocks was always good fun and tasty as well. I can just smell the fresh loaf of bread now. Ahh, memories.

OK Now try and work out who this little darling is. Join in the fun and guess who it is and win a HUGE gob stopping Mars Bar.

*Ray van Galen*

### More photos needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

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



### Late news - VALE KEN PARKER

Club member and keen car collector, Ken Parker, passed away on Friday 21 July. Our condolences to his family and friends. (More in the September *Backfire*.)

## SALES, WANTED & CLUES

### Wanted

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

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

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

### Clues

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

### Is Classic Restos Back?

It appears that Fletch is back with Classic Restos on free-to-air TV. For the last couple of weeks the program has been shown on Ch 73 - 7 Mate on Saturday mornings at 9am.

We are not sure if this is a permanent program fixture but it is well worth recording.



For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the [newsletter](#) email [editor@wdhvcgeelong.com.au](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, email [webd3sign@wdhvcgeelong.com.au](mailto:webd3sign@wdhvcgeelong.com.au) (Ph 5253 1755)



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

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

POSTAGE  
 PAID  
 AUSTRALIA

BACKFIRE



1912 Adams

# August 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
23	24	25 Craft/Tech Night 7pm "Hubcaps"	26	27	28	29
30 July Casserole Lunch Clubrooms 11am	31 July	1	2	3 Morning Coffee Run – Narana. Clubrooms 9.45am	4	5
6	7	8 General Meeting 7.30pm Clubrooms	9 Dine Out 6pm Belmont Hotel	10	11	12
13	14	15 Committee Meeting 7.30pm	16 Visit Fox Car Museum, Melb. 8.55am WP train	17 Tinker Day 10.30am Clubrooms	18 Sept <i>Backfire</i> Deadline	19
20 Lunch Run Mt Moriac Hotel Clubrooms 10.30am	21	22 Craft/Tech Night 7pm Clubrooms "YourBest Car"	23	24	25	26
27	28	29	30	31	1 September	2