



B A C K F I R E

Volume 50 No 8 December 2016

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.



Best Wishes for the Festive Season

*Backfire is the monthly newsletter of the Western District Historic Vehicle Club (Reg No A00011857H).
Member of the Federation of Victorian Veteran, Vintage & Classic Vehicle Clubs.*

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PRESIDENT'S REPORT

Hi all:

Here I am in Bendigo. I was called here on Friday to spend time with family as mum spent her last days, passing away at midnight last night. She reached the grand age of 98, a full life worth celebrating.

There are still seats available for our Christmas Dinner, and we would love a full hall to create lots of festive fun. (Call Rhonda Foran on 5248 2553 or Jeanette Dragt on 5282 1510.)

The bus trip to the Bendigo Swap Meet was a great success, with only one spare seat. We are considering a similar trip to the Ballarat Swap, and to Winton next year if there is enough interest.

Remember there is the Children's' Christmas Party at the waterfront. Check your *Backfire* for details.

Please start thinking about attending our 50th Anniversary Dinner. We need 200 attendees. You will be dined and entertained in fine style!

Cheers,

John



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 561 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 8TH NOVEMBER 2016 at 7.30PM

PRESIDING

President John Bailey opened the meeting and welcomed 127 members and visitors to meeting No 562.

APOLOGIES

Tim Christie, Glynn & Jennifer Gersbach, Bernie & Jean Ellison, Barb van Galen, Kevin Hunter, Peter Telfer, Lorraine Collinson, Glenys Turner, Stephen & Kim Turner, Nigel Lang, Ken Parry, Raylene & Graeme Pretlove, David Koch, Peter Boast, Rhonda & Murray Foran, Kevin & Julie Wilby, Ron Jackson & June Millard, Rob & Lyn Anderson.

Moved Graham Cameron Seconded Roger Sykes
Carried

SICK LIST

Condolences were expressed to both Max McKenzie on the passing of his brother and Dallas Jones on the passing of his mother.

MINUTES

Moved Leonie Saliba Seconded Max McKenzie that the minutes of the previous general meeting as published in the Backfire be confirmed as a correct record. Carried

CORRESPONDENCE INWARD

Letters

- Bendigo Bank - statement
- Linda Parker Club - thank you for get well card
- Gordon TAFE - receipt for printing *Backfire*
- International Harvester Club - cheque for \$180 for sale of chairs

Emails

- Historic Winton - an invitation to attend their event 27& 28 May 2017
- JLT - receipt & certificate of currency for our public liability
- Enquires for membership - Robert and Rod Jones
- Consumer Affairs Vic informing us that our annual statement is overdue(it was paid in July)
- Consumer Affairs Vic due to technical error the statement was duplicated on our account and they have deactivated the duplicate statement!!!

CORRESPONDENCE OUTWARD

Letters

- Phil Collins - to Vic Roads informing them that he is a financial member.
- John Smith - to VicRoads informing them that he is a financial member.
- Ray Matthews - thanking him for the donation of his rally badge collection
- RGAPS - to seek approval to install a security gate at the front porch entrance.
- Steamatic - cheque for cleaning the carpet.
- Dallas Jones - sympathy card on the passing of his mother
- Max McKenzie - sympathy card on the passing of his brother

Emails

- Membership enquiries - to Jones & Jones informing them of our waiting list. Have no response.

Moved Graham Cameron
Seconded Lynton Fletcher Carried

TREASURER REPORT

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

Moved Maurice Healy
Seconded Damien Giustini Carried

PROGRAM DIRECTOR

Christmas Dinner dance entertainment will be organised

LIBRARY

Gary Mc Credden

Ken Blackney donated a box of books: thank you. Gary also advised of some good motoring books in the library that are worthy of a read.

DINE OUT

At the Clifton Springs Golf Club, 6 x 2 members indicated they would attend.

EDITOR

Jon Breedveld

Nil

FEDERATION REPORT

As per report in the *Backfire*

GENERAL MEETING MINUTES ctd

COMMITTEE REPORT

As per report in the *Backfire*

TINKER DAY

Next Tinker day will start from the clubrooms at 10.30am and off to Oakdene Ocean Grove. BYO Everything or use their cafe if desired.

MARS BAR AWARD

John Bailey was the baby in the photo. The photo was taken at a baby competition which he won and he brought in the prize silver cup to prove the fact he won the competition. Sharyn received the Mars bar for guessing correctly. More photos are needed.

SMELL THE ROSES

Will start up again in December as the weather improves for bike runs.

VEHICLE PERMITS

Gus detailed No Credit Card payments will be accepted by mail by Vic Roads. Owners are required to inform Vic Roads if a red plate vehicle has been sold. 27 cars have had their red plates removed for being caught doing burnouts

CRAFT NIGHT

Linda reported on a surprise craft item to be made and please bring a magnifying glass. 6pm start and bring a plate to share.

RALLY REPORTS/EVENTS

Future rallies are as detailed in the *Backfire*.

- 12/13 November Bendigo Swap, as per previous backfire.
- 20 November - Sunday Fred's Mystery Run. Meet at Fyansford car park at 10.30am Heading to the Beeac Hotel for lunch.
- 10 December - Saturday Christmas Dinner Dance. Contact Rhonda Foran. ph5248 2553
- 11 December - Sunday Kids Christmas Party Geelong Waterfront. Meet on the Customs House Lawn at 11am
- (Santa will be attending) \$25 limit on gifts please. Contact Rod Booley. 5281 5340
- 14 January - Sunday Portarlington Mussel Festival, Car Display
- 22 January - Sunday Festival of Sails Geelong Waterfront Car Display. Meet on the Customs House Lawn at 10.30 am.

BENDIGO SWAP MEET

Dallas talked about what was needed. Bus leaving RGAP show grounds at 6am with a pick up at Corio Village. Please have the correct money of \$15 for entry.

LONG DISTANCE RALLY

Nil

TECH NIGHT

6pm start: bring a plate to share

SWAP MEET

Nil

KITCHEN

Nil

RGAPS REPORT

RGAPS thanked the WDHVC members who manned the gates at the Royal Geelong Show on the 6am to 9am shifts.

50th ANNIVERSARY WDHVC

David Mitchell advised members to keep the following dates free:

Saturday 18 March 2017 Geelong, Geelong Captains Room, 3 course dinner with Soul Sister Swing as entertainment

Sunday 26 March 2017 BBQ Event at show grounds with a photo shoot of all the cars attending on the oval.

Dallas Jones Photos required for a slide show presentation.

GENERAL BUSINESS

Carpet has been cleaned so please be careful to spill on your shirt not the carpet!!!!

FOR SALES, WANTED & CONFESSIONS

Nil

Meeting closed at 8.45pm.

Next meeting to be held at 7.30pm on 6th December in the clubrooms.



Back to Steiglitz - 23 Oct

A good roll up attended the Back to Steiglitz run on 23 October, with the cool conditions warming as the day progressed.



As well as the historical displays, food and craft stalls, the billy cart races were a highlight.



Competitors both young and old, took to a variety of home made machines, under the careful scrutiny of the crowd.



Body styles and definitions

(Continued from last month)

Landaulet – an early Landau style limousine with a convertible passenger compartment.

Limousine – a specially built vehicle designed for passenger comfort and a professional driver. The passenger compartment is isolated from the driver by some form of barrier.

Mother-in-Law Seat – a single rear seat facing the side.

Opera Coupe – a two-door hardtop with a small folding passenger seat, for easy access to the rear seat.

Phaeton – refers to an open vehicle. Apparently comes from the open chariot Phaeton that the son of the Greek god Helios drove.

Ragtop – also known as a Soft Top. A slang term for a Convertible top made out of fabric.

Removable Hardtop – a removable roof fitted to Coupes and Convertibles made from fibreglass or steel and usually painted the same colour as the body of the car.

Roadster – an open vehicle with a bench seat in front and a rumble seat or luggage compartment in the rear.

Rumble Seat – an external seat in the rear of the car. The English call it a Dicky Seat.

Runabout – a small open vehicle.

Sedan – a two or four-door vehicle with a rear seat.

Sedanca – an early body style with a convertible half top that only covers the rear seat.

Shooting Brake – originally a car built for wealthy hunters. It now refers to custom-built, luxury cars like the Bentley.

Soft Top – a slang term for a convertible top made out of fabric. Another slang term is Ragtop.

Sport Coupe – a two-door convertible.

Spyder – Italian term for small roadster such as the Porsche 550 and Toyota MR2.

Station Wagon – a four-door vehicle extended for a third seat or luggage area with a rear door or tailgate.

Suicide Door – a rear hinged door. So named because if it is opened while moving the wind will push it open.

Targa – a two-door coupe with removable hardtop panel(s) over the front seat.

Tonneau – originally the rear seating area, but now the term is usually used to refer to a rear storage area.

Tonneau Cover – a fabric covered to protect the tonneau area of a vehicle.

Torpedo – an early touring car, like the Phaeton and Baquet.

Touring Car – a four-door open design that has no fixed windows or top. Fitted with a fabric fold down roof and side curtains for protection from the weather.

Town Cabriolet – a town car that can be opened like a Convertible.

Town Car – a chauffeur driven car with the passengers fully enclosed and the chauffeur exposed, like a Sedanca, deVille or Brougham.

Trunk – rear storage compartment like a boot.

Tudor Sedan – Ford coined the word Tudor to mean two doors.

Victoria – a touring car with a convertible top over the rear seat.

Weymann – a patented method for building out of wood and metal, while preventing contact and squeaks.

Woody – originally referred to vehicles made out of wood but now is a slang term for a vehicle with wood panelling covering parts of the body. Popular with the surfing fraternity.

- reprinted from the DVHCC Newsletter

Quotes About Cars

You know, somebody actually complimented me on my driving today.

They left a little note on the windscreen: it said "Parking Fine."

- Tommy Cooper

CALENDAR OF EVENTS

See also -
monthly calendar
on back page.

WDHVC EVENTS

10 DECEMBER – SATURDAY

CHRISTMAS DINNER DANCE at Clubrooms.

Pre-dinner drinks and nibbles supplied; 2 course dinner, catered by Superb Spit Roast, and lots of door prizes drawn throughout the evening. Contact Rhonda Foran (ph 5248 2553) or Jeanette Dragt (ph 5282 1510).

11 DECEMBER - SUNDAY

KIDS CHRISTMAS PARTY

Geelong Waterfront. Meet on the Customs House Lawn at 11am (Santa will be attending) \$25 limit on gifts please. Contact Rod Booley. 5281 5340.

13 DECEMBER - TUESDAY

GENERAL MEETING 7.30pm Clubrooms

15 DECEMBER - THURSDAY

CHRISTMAS TINKER DAY

10.30am Start at the clubrooms or meet up in the main street of Ceres at about 11am before we proceed to Moriac. This year we have once again been invited to share the Christmas celebrations fun and food at Ken and Ethel Sheppard's place. Those that have been there before will have good memories of the school children's choir singing Chrissie songs for our joy and entertainment. The club BBQ trailer will be there with food supplied. Please feel free to bring along a salad or sweets to share with the group. Please BYO chair, plate, bowl and mug. Remember that Ken's Cocky is a politician; he loves his scratch but then might bite you! Ray van Galen. 5278 9368.

17 DECEMBER - SATURDAY.

SMELL THE ROSES DAY.

Our Smell the Roses Runs will recommence now that the weather is better. Starting from our clubrooms, I will lead you astray in the direction of Portarlington this time, to see if we can't get a bite to eat there. These runs are mainly for our slow, old motor bikes to get some fresh air into their carburettors, but cars are also welcome to join us. Ray van Galen. 5278 9368.

OTHER CLUB EVENTS

SAT 7 & SUN 8 JANUARY 2017

GEELONG CLASSIC TRUCK & MACHINERY SHOW

Sat 9am-5pm. Sun 9am-3pm. Geelong Showgrounds.
Vintage machinery; tractor pull; classic cars, vintage trucks.

Volunteers wanted for gate. Contact Angela Reynolds
- secretary@classictruckandmachinery.com.au
More info - www.facebook.com/classictruckandmachinery



SAT 7 & SUN 8 JANUARY 2017

DRYSDALE CLASSIC CAR & BIKE SHOW

The Cruise on Saturday Evening at 5.30 pm and the Show, Sunday from 10 am.
All About Traffic Management, will take care of the Cruisers on Saturday night.

On Sunday the Old Skool Car Club will be looking after marshalling and parking of show vehicles. Measures will be taken to eliminate the dust problem of last year, to protect your vehicles.

14 JANUARY - SUNDAY

PORTARLINGTON MUSSEL FESTIVAL

Car Display (*see also notice next page*)

22 JANUARY - SUNDAY

FESTIVAL OF SAILS Geelong Waterfront Car Display.

Meet on the Customs House Lawn at 10.30 am.

Portarlington Mussel Festival Classic Car & Machine Display

Classic cars and machines have been a welcome part of the Portarlington mussel Festival for the last few years. This year we have changed the site for the classic cars and machines display to better suit participants and avoid the challenges experienced last year.

The new site for the cars and machines will be on the larger barbecue area behind the Port Pier Café, close to the pier. The gate to the site will be open and cars will be free to arrive and leave as required.

There will be a lot of foot traffic in the area and we would appreciate a marshal for each participating club to be responsible for all safety requirements, marshalling the movement of vehicles according to required safety procedures.

The entrance to the area will be off Harding Street, at the bottom near the pier. We look forward to seeing you at the festival.

*Sheryl Follett
Mussel Festival Director*

13 DECEMBER GENERAL MEETING

PLEASE BRING A PLATE TO SHARE

All members attending the December General meeting are requested to bring a plate of supper to share as we wind up 2016 and prepare for the festive season.



WDHVC 50TH ANNIVERSARY

Next year in March commemorates 50 years since the Club began.

To celebrate this important event we are going to have two major events.

Firstly an evening Dinner on Saturday 18 March 2017 in the Captains Room at the Geelong Football Club.

This will be a sit down three course meal. Master of Ceremonies will be our President John Bailey, with musical entertainment provided by Soul Sister Swing. It promises to be a great event not to be missed and will only cost \$35 per person (the actual cost is more than this and the Club will subsidise the difference).

The second event is a Club BBQ lunch to be held on Sunday 26 March at our clubrooms. Meat, bread and salads will be provided. More details to follow but will include parking as many of our vehicles on the oval as possible for a photo that can join the gallery on the clubroom wall.

These are must go to events next year so make sure you get them in your diary now!!!!!!!



RALLY REPORTS

Naked Radiator Run

Club members and vehicles met at the clubrooms for a chat before starting the run. Veteran and vintage vehicles left first, travelling down the Bellarine Highway, turning into Grubb Road along to Kingston Park.



We made an interesting parade down Queenscliff Road, The dual lane road certainly made it much easier with the variations in speed of the club vehicles.

Weatherwise it turned out to be a great day (the mozzies were a bit keen though). Members checked out the market sites, with a variety of items for sale, including many vegetables.

Seven veteran and vintage vehicles were on the run, including two Ford T's over 100 years of age. The Dodge and Riley were tourers: the Chevrolet truck has a history of Geelong usage before it was restored. Two A model Ford roadsters, completed the numbers.

Vehicles – 22 in total took part as below:

1913 Ford T model – Jack	1961 Jaguar – Rod and Libby
1913 Ford T model – Ivan	1967 MGB – Trevor
1924 Dodge – Harold and Pauline	1969 Ford XW – Max and Jeanette
1925 Riley – Frank	1971 Volkswagen – Graeme and Helen
1928 Chevrolet truck – Graeme	1974 MGB – John
1929 Ford A – Max and Gwen	1976 Holden Monaro – Peter and Catrina
1930 Ford A – Fred and Sharon	1977 Mazda – Bernie
1948 Chevrolet ute – Gus and Pam	1978 Ford transit – Col and Lyn
1949 MG Y type – Alex and Liz	1986 Honda Shadow motorcycle – Ray
1954 Ford Customline – Ken	1989 Ford Maverick – Keith
1955 DeSoto – Duncan and Nancy	1990 Ford Courier - Jon and Anne.

The club fuel vouchers were won by Ken Parker and John Taylor. All in all it was an enjoyable day – a great variety of vehicles and we left with an invitation to return from Rotary.

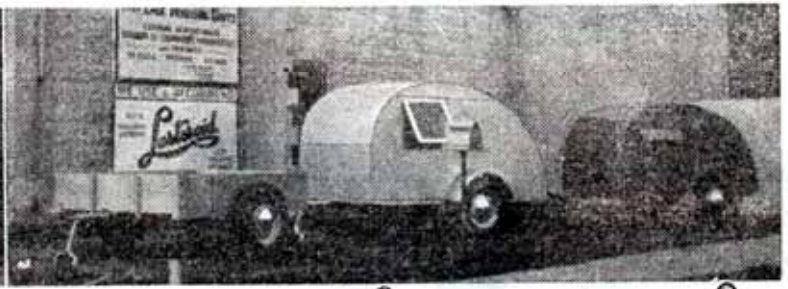
Max Tucker

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“Hi-Speed” and “Minor” 2-berth caravanettes built to give you happy comfortable holidays and easy towing with any 6 h.p. car or over.



Canopy tops for utilities.



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5½ cwt. “Minor.”

“Safetee” also build to your order and plans, Trailers, 2, 3, 4-berth caravans,

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“SAFETEE” TRAILING UNITS, 118 BALCOMBE ROAD, MENTONE, S.11.

Affordable British Classics

Austin-Healey 100/3000

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

THE Austin-Healey is one of the world's best-loved sports cars; indeed, there cannot be a sporting driver anywhere who would turn down the chance to drive one.

Of all the Healeys, the later versions of the 3000 are probably the most satisfying to drive, with a superb combination of brutal power and true sports car ride and handling. However, even the earlier models offer enjoyable motoring.

The story began with the launch of the Healey 100 at the Earls Court Motor Show in 1952. The car became the Austin-Healey 100 the following year and, with the enthusiastic involvement of Austin, the project was guaranteed success.

Originally, the car used the four-cylinder 2660cc engine from the Austin Atlantic, giving it more than 100mph – and that was in 1953, when 80mph was considered fast.

Then, in 1956, it added a couple of cylinders, using the BMC C-series six-pot 2639cc unit, which gave it 110mph and the name Austin-Healey



100/6. In March 1959 came the 2912cc motor and the Austin-Healey 3000 name tag.

The 3000 had a top speed of 114mph, gaining a further boost in May 1961 when the engine was updated.

The sheer gutsy nature of the 3-litre engine made the big Healey an excellent car to drive. Drivers in a real hurry could hang on to the revs, while those feeling more

relaxed could let the torque do the work, minimising changes – despite the excellence of the four-speed gearbox.

No Healey should be bought without a very careful examination all round, paying particular heed to the chassis and floor area generally, and the various joints between steel and aluminium panels. Body panels are very expensive, and replacements

1953 publicity photograph of the Austin-Healey 100

should be fitted only by experts. Mechanical components wear well, and parts are generally available. However, bear in mind that a professional engine rebuild can be very expensive.

Before buying a Healey, check that it is what it is claimed to be. If you find one, be prepared to pay anything up to £15,000 for an excellent condition 3000 Mk III. But what a car!

ENGINE/POWER

Healey 100	2660cc/90bhp
Austin-Healey 100/6	2639cc/102-117bhp
Austin-Healey 3000	2912cc/124-132bhp

SPEED

100	100+mph
100/6	110mph
3000	114-116mph

PRODUCTION

100	1952-'56
100/6	1956-'58
3000	1959-'67

ECONOMY	15-33mpg
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Scribe Found

A big Thank You to Leigh Dwyer, who has volunteered to take the minutes at the monthly general meetings.

Well done Leigh - your help is greatly appreciated.



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.

Bendigo Swap Meet Reports

Bendigo Swap Wash Up.

Fairly appropriately titled when all is considered. Friday was a pleasant enough day for the drive to Bendigo. Yve and I met Gus and Pam Shea along with John Galea to put up the club tent. All of us newbies at this so we had a bit of fun, especially when we realised that the wall sections had to be hung a certain way so the Velcro joins meet and work properly. We had to pull a couple of sections down and redo them but all was OK. Club tent set up, time for a bit of a walk then to relax over tea.

During Friday night we had a visit from Wandjina, the aboriginal rain spirit. Anyhow, Wandjina visited us for a bit longer than we would have liked during the night and we awoke Saturday morning to a small stream running through the club tent. No big deal as everything was off the ground. Saturday was dry but overcast, I think Wandjina frightened a few away as patron numbers appeared down from other years. Sales were slow but at least we were able to meet the swap demands.

Patronage of the club tent by members was very good despite no BBQ this year. It was interesting to have some members (I've never seen before) show up looking for a free snag only to be disappointed. So Saturday wrapped up with a small sprinkling of showers which was a fore warning of what was to come. Wandjina came back for seconds Saturday night and decided to settle in.

Sunday morning was miserable weather. We decided to get out earlier than we planned as it was clear Wandjina had decided to stay. Yve and I managed to pack up OK although both the tent and us somewhat soggy for the exercise. Arriving home later in the day we unpacked the tent, pressure washed all the mud and debris from it, dried it and packed it away again. Despite the weather, in all it was still a good weekend and I enjoyed being able to do this service for the club.

Big thanks to Yve particularly, but also to Gus, Pam and John, without their assistance we would have had far less amusement.

Dallas Jones



All Aboard the Bendigo Bus!

Twenty one club members met at our clubrooms at 6am on Saturday morning to catch the bus to the Bendigo Swap meet. Earlier in the year, Ken Batson had suggested running a bus to the swap. President John Bailey took up the suggestion and not only organised the bus and trailer, but also agreed to be our driver.

The trip went well with a "comfort and coffee" stop at Gisborne. We arrived at Bendigo at 8.30 am, and John had arranged for us to park in the showgrounds near gate 3. This proved to be very popular as we were close to swap sites and close enough to drop "purchased goodies" back to the bus during the day.

Dallas Jones and some other helpers set up the Club tent on the usual site and this again was very popular and well received as a resting place during the day. It was great to meet up with other club members there. Our thanks go to Dallas and those who provided this facility. We understand that there was a lot of rain over Friday night/early Saturday morning, however the weather during the day on Saturday was slightly overcast and was perfect for buyers and sellers alike.

At 4pm we met back at the bus for the trip home. Our driver John knows the Bendigo area very well and he travelled home on a very scenic route via Metcalfe, traversing roads that many of us had never travelled on before.

We arrived home at about 7pm and thanked John for arranging the bus trip. We had a most enjoyable day.

Trevor Schneider

A CHRISTMAS MESSAGE



*For a child is born to us
a Son is given to us...
And He will be called:
Wonderful Counsellor,
Mighty God,
Everlasting Father, Prince of Peace.*
Isaiah 9:6

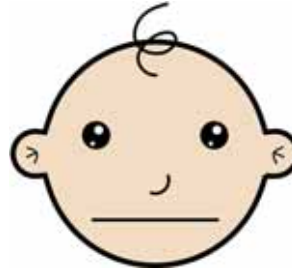
*May the miracle of His birth be as
real and wonderful in your lives
today as it was on that very first
Christmas.*

MERRY CHRISTMAS

- Lynton Fletcher

Great Mars Bar Competition

The December competition



I have no new pictures of our members for the competition this month.

More photos needed

Please sneak in your photo submissions to:
Ray van Galen
Ph 52789 368,
or
email rbvangalen@gmail.com



PS: It may interest our members to know that ALL of Melbourne CBD is now permanently a 40KPH zone.

I found this out not by any signage that I saw, but a \$198 fine for doing 50 in the CBD near the railway station.

Ray van Galen

What Car is This?



To help Ray out while he waits for more members to send him beautiful bouncing baby photos, here is a little puzzle for you.

Can you nominate the **name**, **year** and **country of manufacture** and **purpose** of the cute little car above?

Bring your answers to the December meeting and compete for the traditional Mars Bar!

- Ed

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

MAZDA 626 MONTROSE (1978-82)

Specifications.

Top speed: 171KM/H (106MPH)
0-96KM/H (0-60MP/H) 11.7 SECS
Engine Type: IN - LINE FOUR
Displacement: 1970CC (120CI)
Weight: 1075KG (2389 lb)
Mileage: 10.8L/100KM (26MPG)



Naming a car after a granite-clad Scottish backwater was never going to do it any favours, but the Mazda 626 Montrose's problems went far deeper than the badge on the tail.

Styled as Japan's answer to the ultra-popular Ford Capri, the Montrose was supposed to be a sporty coupe. But in reality, it was little more than a two door saloon on a standard 626 platform- a chassis that had never been renowned for its dynamic brilliance.

Importing spares from Japan was astronomically expensive, although this rarely became a problem because the mechanical components usually outlived the car's rather fragile bodywork, such as the Montrose's endemic rust problem.

Two of the Montrose's more successful markets were in Australia and New Zealand, where the local climate was much kinder to the cars' bodywork. In both countries, the car sold reasonably well, and was even seen to compete in motorsport, including the legendary Bathurst 500, where extensive modifications to the car's underpinnings meant it could go around corners far better than road going models. Don't be fooled by any archive racing shots - this one's a shocker.

If the Montrose was supposed to be sporty, the designers obviously forgot the interior. It is a mess of black vinyl and brown velour, much like any other 1970s saloon.

Not only was the Montrose lacking any kind of style or design detailing, but it was also not built for the long term. It came from the era when the Japanese car makers had yet to discover the benefits of a careful rustproofing, so it suffered from extensive corrosion in the floors, suspension mounts and door bottoms.

Equipment levels were generous, but the Montrose lacked finesse. The shiny plastic felt very cheap to the touch, and the brittle trim used to rattle. The dashboard was also deeply uninspiring to look at, especially when finished in Japan's trademark shoe-polish brown.

As Japan's answer to the Ford Cortina, it's no surprise to learn that the Mazda's underpinnings were almost a carbon copy of those of the Ford. The rear axle was a solid beam, mounted on coil springs, which made handling 'interesting' in the wet.

OFF TO A BAD START

Despite its ignominious beginnings with the Montrose, Mazda wasn't deterred. Later saloon cars from the company have since become a byword for reliability and build quality.



WDHVC MEMBER PROFILE



Name?

John

Where were you born?

Essendon

Family?

1 son

Number of years in the WDHVC?

Since inception

Other interests?

Not many

What was your first vehicle?

Morris Cowley

What vehicle would you love to own?

Mark 2 Jaguar

What vehicles do you have now?

MGB and modern

Profession?

Teacher

Skills?

Plumbing & sheet metal. Teaching.

What bugs you the most?

Nothing much

What makes you happy?

Being healthy

SALES, WANTED & CLUES

For Sale

1968 Plymouth Fury 111

Club reg 18763-H. 2 door L/H drive convertible. 383 engine. New hood, paint, tyres, ball joints, master cylinder. Interior good. \$28,000 ONO.

Contact Merv 0418 331 544.

12/16

V8 gas system

May 2009. 140 litre tank (375mm X 1400mm). \$500 ONO.

Contact Merv 0418 331 544.

12/16

5 X wheels

5 spoke mags. 2000 Jeep stud pattern. Silverstone AT 117 Special tyres 50% tread. 245-70R-16 rims. \$80 ea.

Contact Merv 0418 331 544.

12/16

1966 VC Valliant Station Wagon.

Vin No, VC4H452867. \$6,000.

Contact Rod - (03) 5281 5340.

11/16

For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the newsletter email editor@wdhvcgeelong.com.au (Ph 0417 311 441)

Reminder: All vehicles in the "For Sales" must have VIN number & Price or Registration Number & Price, otherwise they will be listed under "Clues". Ads for the 'Clues' section must not refer to any payment that may take place by mentioning an amount or 'best offer', etc.

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

All ads remain on the website until you request their removal. To remove an ad from the website, email webd3sign@wdhvcgeelong.com.au (Ph 5253 1755)



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

PRINT POST APPROVED
PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA

BACKFIRE



Morris Minor lowlight

December 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30 Nov	1 December	2	3
4	5	6	7	8	9	10 Christmas Dinner Dance
11  Kids' Christmas Party-Waterfront	12	13 General Meeting 7.30pm	14 Dine Out 6pm-6.30pm	15 Christmas Tinker Day 10.30am Clubrooms	16	17 Smell the Roses Clubrooms
18	19	20 Committee Meeting 7.30pm	21 EARLY Jan Backfire Deadline	22	23	24
25 Merry Christmas 	26	27	28	29	30	31
1 January 2017 	2	3	4	5	6	7 & 8 Ging Classic Truck & Machinery Show. Drysdale Car Show