

BACKFIRE

Volume 50 No 5 September 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.



*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 Members,

Just spending a few days in Darwin.

We have had six people put their hands up to join the organising committee for our 50th anniversary. If anyone has any ideas, please write them down and pass them on to any committee member.

Don't forget to put your names down for the bus trip to the Bendigo Swap Meet as we would like to fill the bus. I'm going to enjoy the weather up here and have had fun at Hidden Valley Race Track.

Cheers from Darwin

John



GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 559 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 9TH AUGUST 2016 at 7.30PM

PRESIDING

President John opened the meeting and welcomed 104 members and guests to the 559th meeting.

John extended a special welcome to Murray Costa.

SICK LIST

Don Campbell, Faye Guthrie and Lynton Fletcher

APOLOGIES

Gary & Noreen Mellington, Damian & Tina Giustini, Murray & Rhonda Foran, Raelene Pretlove, Jan & Brian Clissold, Keith Murdoch, Julie & Kevin Wilby, Bill & Faye Guthrie Mike Hanneysee, Gary McCredde, Glyn & Jennifer Gersback, Lynton Fletcher, Roger Sykes, Gus Shea, Dennis Turner.

Moved Laurie Mills Seconded Peter Telfer

Carried

MINUTES

Moved by Jim Coates, seconded by Linda Parker that the minutes of the previous general meeting as published in the *Backfire* be confirmed as a correct record. Carried

CORRESPONDENCE

Inwards and outwards correspondence a per the attached correspondence sheet was received on the motion of Rod Booley, seconded by Libby Booley and 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 Maurice Healy

Seconded Graham Cameron

Carried

PROGRAM DIRECTOR

John indicated all details will be in the *Backfire*.

LIBRARY

As Gary is away no report is available.

DINE OUT

Frank advised that the dine out tomorrow night will be at the RSL Belmont. Numbers were taken for attendance.

FEDERATION REPORT

Cheryl Elliot gave report on the recent meeting at Swan Hill the details of which will be in the *Backfire*.

TECH. NIGHT

Peter Telfer reported on the previous tech nights and advised the next night to be about 'differentials'.

COMMITTEE REPORT

As per report in the *Backfire*.

VEHICLE PERMITS

Dallas reported that No 5 vehicles red plate registrations due to expire this month.

TINKER DAY

Ray advised all details in the *Backfire*. Cars are leaving the clubrooms at 10am, with lunch at Ray and Barb's house.

MARS BAR

Fred Harris won the chocolate for his correct identification of Trevor Warren in the *Backfire* photo.

CRAFT NIGHT

Linda Parker reported on the previous craft night and advised the items for the next.

RALLY REPORTS

Future rallies are as detailed in the *Backfire*. Next Sunday's lunch run will commence at Fyansford. On 4th Sept. Festival at Warrailly: cars have been requested.

Ray Mathews reported on the recent 'show and tell' day and thanked the ladies for the wonderful meal.

LONG DISTANCE RALLY

Sharyn reported that currently nine cars are listed to attend. Details as in *Backfire*

GENERAL BUSINESS

- John advised that a bus has been booked for Bendigo swap and will need names and money for attendance.
- Graeme Pretlove reported on the new car photos recently erected in the hall. Thanks also extended to: -

Fred for the frames and editor Jon for the inscriptions.

GENERAL MEETING MINUTES ctd

- Graeme is also rearranging the model cars in the glass cabinet.
- Dallas is arranging to run a rally around the workshops, probably in October/November.
- For drivers with red plate registrations, make sure the right date is listed in driver's book when driving as there have been reports of prosecutions for wrong dates listed.
- Note article in *Geelong Living* magazine on WDHVC activities
- Vehicle on show in clubrooms is a 1926 Essex owned by Graham Baldock. Graham gave a talk about the vehicle and his restoration methods.
- John put out a request again for a volunteer to take the minutes at the general meetings.
- The meeting raffle was won by Ray Mathews.
- Maurice gave out several new name badges to members.

FOR SALE, WANTEDS AND COFESSIONS

Nil

Meeting closed at 8.20pm.

Auction night followed.

Next meeting to be held at 7.30pm on 13th September in the clubrooms.

AUGUST 2016 CORRESPONDENCE

LETTERS IN

- Bendigo bank statement
- Gordon - receipt for printing of backfire
- Bathurst National Motoring Museum - quarterly newsletter
- Southern Ports Vehicle and Motor Restorers Club - invitation to attend their rally 29th & 30th Oct
- Federation - information on early vintage engine required. (on the notice board). Martini Tours - Monaco Road trip .

LETTERS OUT

- Faye McFarlane - thanking her for the donation of books for our library

EMAILS IN

- Sandy Smith Warrally Fathers Day Market - wanting cars for Fathers Day 4th September
- Karen Shaw - *Geelong and Surfcoast Living* mag - wanting to do a story on our club.
- Consumer Affairs Vic - confirmation of statement lodged

EMAILS OUT

- Sandy Smith - handed over to Rod to organise cars
- Karen Shaw - to arrange date on Friday 5th to photo members' cars.
- Consumer Affairs Vic - lodgment of financial statement of the club for 2015 - 16.

Scribe Wanted

After over six years of service, our dedicated Minute Secretary, Raelene Pretlove, has resigned

so ...

we need a new volunteer to take the minutes at the monthly general meetings.

This is an opportunity for a fresh face to take on an important task and contribute to the running of our club.

Recording the minutes is a great way to gain a greater insight into how the club works!

Talk to Raelene for more details (5243 7757).



Noise and Hearing

Excessive exposure to noise leads to hearing loss and associated conditions such as tinnitus, a constant buzzing or ringing in the ears, for which there is no cure, except to train the brain to ignore it, which is not easy.

It does not matter if you hate the noise or enjoy it, it has the same effect.

Rock band members and motor cycle riders suffer from hearing loss and tinnitus.

Hearing loss is permanent, but wearing ear protection can prevent further hearing loss. All of which is a good argument for wearing ear protection when exposed to noise!

Lindsay Alford

The Remarkable History of the Jerry Can

- by Nigel Mason (Reproduced from the Chryco Reporter – July 2016)

In the early 1930s the German army reasoned that if they were going to fight a mechanised war they would need a far better fuel container than any of the current types. Most contemporary fuel cans were made of thin tinsplate, frequently merely soldered together. This made them fragile and easily damaged by rough handling. They also often had screw-on caps that could get lost and needed a special spanner to loosen them. The cans were often an odd shape that made them hard to stack and awkward to carry, would not pour without sloshing and gurgling, which meant that you usually needed a large funnel or at least a separate spout, and last but not least, if they were filled right up and left in the hot sun, the petrol would expand and burst the can.

The Germans came up with a design that was made entirely of steel plate and was essentially pressed in two halves. The halves were welded together and the weld was inside a sunken gutter that protected the weld from damage.



The flat sides of the can was stamped with a deep, large X-shape to stop the sides from bulging. The bottom corners were well rounded to minimise damage, the can was narrow so that it did not bump the legs when being carried, was tall enough to not require excessive stooping to pick it up and was rectangular in plane view to make them stack side-by-side efficiently.

The cans were designed to hold 20 L of petrol and to weigh 20 kg when full. This made life easier for the loadmasters!



Originally, the insides of the cans were coated with a plastic compound developed for beer containers. The idea was that the cans could be rinsed out and used for water, but this did not prove a success and instead cans for water had a large white cross painted on each side.

The can has a spout that is designed to allow pouring without the need for a funnel. The cap is fixed on a hinge so that it cannot get lost. The hinge is designed to allow the cap to stay open without being held, thus freeing up both hands to hold the can while pouring. The cap is opened and closed by means of the lever device that can be quickly operated with one hand. The lever enables the cap to be tightly closed.



There are three handles on the top, which at first glance, looks to be two too many. The can is normally carried with the centre handle while the outer handles allow a can to be carried between two people.



If two empty cans are placed side-by-side they can be picked up with one hand by grasping the two adjacent handles. So one man can easily carry four empty cans, two in each hand. If he was a burly type, he could carry four full cans! But the main use of the outer handles is that they make it very easy to pass the cans from hand to hand. So a line of men can set up a bucket brigade and quickly move hundreds of litres of fuel. The handles also make convenient tie down points.

The handles are made from the same steel as the main body of the can and they are rolled to make a handle of comfortable diameter. Anyone who has carried one of the old 4 gallon kerosene tins with the handle seemingly made from coat hanger wire will appreciate that particular design details!

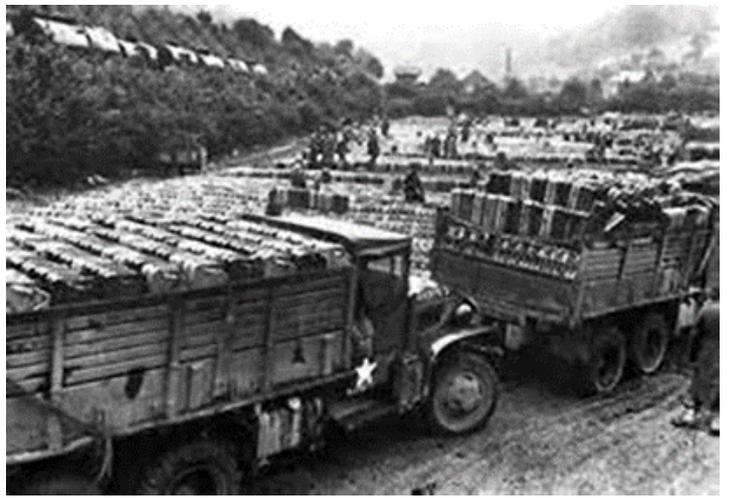
Behind the handle the top of the can rises to a distinct hump. This creates an air pocket that ensures that the can cannot be filled completely up. Inside the spout is a breather tube that leads into the airspace and prevents gurgling when pouring. The air pocket makes a chamber to allow the petrol to expand if left in the hot sun and stops the can from bursting in the heat. The airspace also means that when the can is full of petrol and falls into water it will float.

The Germans mass-produce the can in secrecy by the thousands and stored them in a guarded hangar at Templehoff Airport.

In World War II the British first came across the can in the Norway campaign, quickly saw that it was much superior to their own and collected up all they could find for their own use. British soldiers usually called the Germans the "Jerrys" so the German can quickly became the jerry can. The British quickly began to mass-produce the jerry can, essentially identical to the original German design. After a couple of false starts the Americans also started to make it, again to the original design. In preparation for the invasion of Normandy the British made literally millions of jerry cans.

Just after D-Day President Roosevelt went before Congress and said:

"They were among the first supplies landed on the beaches of France. When the US first and third armies broke out of Normandy it was in these jerry cans that the petrol our tanks and lorries needed to keep going were sent forward. Without these cans it would have been impossible for our armies to cut their way across France at lightning pace which exceeded the German Blitz of 1940.



Cargo planes and even combat planes were loaded with them and carried them forward to airfields. Lorries of every size, jeeps, armoured cars – everything that rolled on wheels – loaded up with jerry cans and rushed them to the front lines. They were tough enough to be dropped off lorries in motion without bursting open. They could even be dropped from the air into rivers and streams, or they could be dumped over side from the ships, because they have air pockets of the top it makes them float even when filled."

At the end of World War II it was estimated that about 21 million jerry cans were scattered around Europe.

Today the jerry can is made worldwide (my own was made in Croatia!) and is the standard issue for NATO countries, the Israeli military, many African countries and many of the former Warsaw Pact countries. It is still made essentially to the original design, 80 years later.

So next time you're down at Supercheap and you see jerry cans on display and you don't already own one, buy one, even if you don't need it. You can put it in your garage and tell yourself that you own an iconic piece of history. A classic piece of 20th-century industrial design.



CALENDAR OF EVENTS

WDHVC EVENTS

See also -
monthly calendar
on back page.

25th AUGUST - THURSDAY

FORD FACTORY VISIT

(Fully booked but may be emergency spots, if someone cancels.) The last opportunity to see the plant in operation before production ceases on 7th Oct.

Health and safety requirements mean we must wear **long pants, long sleeve shirts and fully enclosed footwear**. Meet at **9am sharp** at the bike shelter in the car park next to the North Shore Road boom gate entrance. Allow time to park and walk to the shelter as the carpark was quite full last time.

Contact Sean Murphy 5298 1476.

13th SEPTEMBER - TUESDAY

GENERAL MEETING 7.30pm Clubrooms

14th SEPTEMBER - WEDNESDAY

DINE OUT

Time: 6pm

Where: Waurm Ponds Hotel.

Save up and have a good night out.

CONTACT: Frank Anderson Ph. 0412 884 733

14th to 23rd SEPTEMBER

LONG DISTANCE RALLY.

We will be leaving for the NSW tablelands on Wednesday 14th September. We will assemble at Ripple-side car park for an 8.30 am start. Please bring thermos's and stuff for your breakfasts if you wish. Also put in some warm clothes: it could be cold in Oberon.

Any queries: ring Sharyn Harris 5259 2053 or 0417 546 089.

18 SEPTEMBER - SUNDAY

MT FRANKLIN PICNIC RUN.

BYO Picnic. (Contact P Kemp, Bellarine Historic Vehicle Club. Ph 0407 513 541)

23rd SEPTEMBER- FRIDAY

OCTOBER BACKFIRE DEADLINE

Deadline for items for October *Backfire*. (Due to Australia Post changes, deliveries of *Backfire* are taking up to a week for some local members. The printing and folding of *Backfire* needs to be done earlier than in the past, so all members have the chance to read the minutes and notices in time for the next meeting.)

29th SEPTEMBER - THURSDAY.

TINKER DAY.

Leaving the clubrooms at 10.00am, to go to a place called "Hire a Kombi" situated along the Bellarine Highway. George there has quite a lot to show us. Bring your own mug, chair, and lunch as usual because we will need to be self-sufficient on the day. We will find a nice spot to have our munchies. Ray van Galen. Ph 5278 9368.

9 OCTOBER - SUNDAY

PRESIDENT'S RALLY.

This will be a fun day of driving to test your skills! Blind fold driving, barrel racing and more. Cars supplied. BBQ & meat provided. Bring everything else. Leaving the Clubrooms at 10am

11th OCTOBER - TUESDAY

GENERAL MEETING 7.30pm Clubrooms

20 OCTOBER - THURSDAY

TINKER DAY

21 OCTOBER - FRIDAY

COSTA AGED CARE LARA, CAR DISPLAY.

Contact Rod Booley, 5281 5340

8 NOVEMBER - TUESDAY

GENERAL MEETING 7.30pm Clubrooms

17 NOVEMBER - THURSDAY

TINKER DAY

CALENDAR OF EVENTS (ctd)

See also -
monthly calendar
on back page.

OTHER CLUB EVENTS

4 SEPTEMBER - SUNDAY

BELLARINE VINTAGE MACHINERY DISPLAY

When – 4th September (Father's Day) from 9am.

Where – Drysdale Station, 2 – 10 Station Street Drysdale.

Entry cost \$5 per person/\$10 per family.

Vintage stationary engines, tractors, steam traction engines and classic cars and trucks on display. A 101-year-old steam power railway crane. With the Bellarine Railway operating, short carriage rides from Drysdale station and their regular return steam train services between Drysdale and Queenscliff. (Additional charge charges for train travel apply.)

Further information contact Bob on 0438 583 292.

13 - 16 OCTOBER

GEELONG SHOW

23 OCTOBER - SUNDAY

BACK TO STEIGLITZ,

Car Display

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.

SAT 12th & SUN 13th NOVEMBER

BENDIGO NATIONAL SWAP MEET

Holmes Rd Bendigo Site enquiries 0427 446 660. General enquiries 0434 730 822.

Details www.bendigoswap.com.au. Email info@bendigoswap.com.au



PRESIDENT'S DAY

Sunday 9th October

(weather permitting.)

A fun day of driving! Test your skills!

Blind fold driving.

Barrel racing. Cars supplied.

BBQ & meat provided. Bring everything else.

Leaving the Clubrooms at 10am



They're Bound for Rio

WDHVC members had their own brush with the Olympics at last month's general meeting, as club member, Gerald Green, explained that he and wife Christine were flying out for Rio the following Saturday.

The unplanned flight of fancy followed the last minute inclusion of their son in law, New Zealand born 31 year old wrestler, Craig Miller, in the New Zealand Olympic squad. Craig is a mild mannered Canberra banker by day and his story was reported in a recent edition of his local paper, the Canberra Times. According to the paper, the 31-year-old Greco-Roman specialist was one of the last athletes to arrive at the Olympic village after a mad dash around the world to make his Games debut.

Miller was told just two weeks ago he would be competing at the Olympics after Australian rival Vinod Kumar returned a positive test for an anabolic agent and a stimulant that led to him being banned for four years.

Miller moved to Canberra after finishing seventh at the 2014 Commonwealth Games so his wife could start a job at Dickson College and to train in the capital. Kumar's ban enabled Miller to fill the Africa-Oceania qualifying spot for New Zealand in the 66 kg division.

The last minute inclusion meant that, while he had continued to train, Miller has not had access to any of the specialised training or technology available to others, to boost his chances. It has also cost him about \$15,000 in the lead up, trying to qualify for the Olympics.

Miller was due to compete on 16 August. Sadly, he had to withdraw following an injury to his knee ligaments during training in Rio. He was naturally very disappointed not to be able to compete.

"I was a late call up to the Olympic Games and really felt I was about to achieve a life long dream," he said. "I was committed and determined to succeed. To have an injury take this away from me is really gutting."

Affordable British Classics

Austin A30, A35

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

DETERMINED to capitalise on the enormous pre-war popularity of the 7, Austin launched the A30 in 1951 as the 'New Austin 7'. There was nothing in common with the earlier model, however, other than its initial name, and even this faded away quite rapidly.

The compact car was a unitary construction design, revolutionary in those days, and it had a deceptive carrying capacity. Four adults could be seated in comfort, although when the car was fully loaded the 803cc engine had to work hard to provide even modest performance.

The engine was increased to 948cc, and strengthened considerably, when the A30 gave way to the A35 in 1956. Known as the A-series, it was destined to become just about the most successful engine ever made, and is still used today in the Mini.

Although the A35 had the



same body as the A30, it could be distinguished by its larger rear window, painted grille (the A30's was chromed) and remote control gearbox with more evenly spaced ratios. To the driver the improvement was immediately apparent, the A35 having a top speed of 75mph, some 10mph more than that of the earlier model.

These little Austins rust in all the usual areas, but make sure you check any potential purchase underneath, paying particular attention to inner and outer sills and the floorpan. Sills, wings and many other panels can be bought easily. Engines and gearboxes last well, although second-gear synchromesh always wears out, and most

The Austin A35 is seen here in a 1956 photograph

parts are available.

Both types are pleasant to drive, the A35 especially, and are capable of long-distance journeys, although motorways are best avoided. Fuel economy is particularly good.

Plenty of A30s and A35s are still around, and they come on to the market regularly. Prices vary enormously, from around £800 for a Condition 2 A30 to about £1700 for a Condition 1 A35 Countryman.

ENGINE/POWER:

A30	803cc/28bhp
A35	948cc/34bhp
A35 van ('62-'66 model)	1098cc/45bhp

SPEED

A30	65mph
A35	75mph
1098cc van	80mph

PRODUCTION

A30	1951-'56
A35	1956-'59
Commercials	1959-'64

ECONOMY	36-42mpg
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TINKER DAY -18 August

We all met at the club rooms and then ventured out to "U Turn" in Furner Ave North Geelong.

We were given a talk on the work they do there for some of our misplaced youth with disabilities that need some mentoring and understanding. These youths are taught some basic mechanical, panel beating and carpentry skills, which gives them some much-needed confidence. They also teach youth that don't fit into the school system, due to many personal and economic reasons.

The youth they help require less structure than our school system and require very patient and caring mentors to help them either fit back into our school system or into some form of employment if possible.

The men that spoke to us who teach these skills all have a heart of gold and unending patience and a belief in our misplaced youths that come through their doors at U Turn.

After touring through the different areas of U Turn and our talks we all ventured to the van Galens' home for lunch. Barb had the sausages ready and her great jelly slice for us all to enjoy. Thanks Ray and Barb for the hospitality and another informative Tinker Day.

LB.

Federation Report

Swan Hill Saturday 6th August 2016

- Picnic at Marong – essential all cars have proof they are members of a Federation Affiliated club
- Information about Club Permit Scheme now on Federation website
- Clubs with Jardine Lloyd and Thompson Ins must carry out the proper event disaster recovery and management test and keep the records in case something goes wrong
- Guidelines given in answer to a query re transfer of red plates to a spouse
- Number plates on self retention with VicRoads
- 2 new clubs accepted to Federation
- Australia Day in the Domain awaiting Premier's Dept decision
- When paying Renewal at Vic Roads make sure they stamp your sticker for you log book
- Bendigo Swap 69 sites in new shed available –Car boot sale on Sun day \$20 per site
- Annual General Meeting - all officer bearers returned unopposed plus 6 general committee
- Editor resigned (failing eyesight) New editor found
- Brett Hollaway delivered a comprehensive financial report.

Cheryl Elliot

Committee Report - meeting held 19th July 2016

- Fred to send a letter to the Revival re their request for volunteers
- Dallas is now registered with VicRoads for Red Plates
- Car Inspection Days discussed – Club perhaps provide a coffee van for all to enjoy
- Request for door keys for Graeme Pretlove –so he can work on model cabinet
- Darryl Baldock's car in the shed next meeting
- Graeme and Fred have finished framing car pictures
- Jon looked into colour printing for the *Backfire*. After discussion it was decided for the extra cost not a lot of benefit
- Tinker Day requested \$50 for the soup day
- President's Day – John to supply cars and golf balls
- August Meeting auction with a car cover as the raffle prize
- Bendigo Swap – 21 seater bus has been booked – John Bailey to drive
- *Rallys*
 - Sunday 14th August: Pub Run to Meredith
 - September Rally still to be organised
 - October may be to Armorer's Museum and coffee afterwards
- John Bailey, Dallas Jones and Max Tucker have formed the basis for the 50th Anniversary Celebration Committee. More people will be required.

Cheryl Elliot

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.

Moorabool Valley Run

On Sunday 14th August, 11 cars met at the Fyansford Hotel car park for the Moorabool Valley run to Meredith.

We meandered along the beautiful Moorabool Valley and ended up at the township of Meredith where another two cars met us.

We all enjoyed a lovely lunch at Hearn's Meredith Hotel. LB



Trials of the scouts for the Long Distance Rally 2016

We started off with a week in Port Macquarie. The weather was perfect, no wind and it averaged about 23c every day.

After a week of this it was a shock to travel across country and see so much water, paddocks flooded and sides of the road full of water.

Our first quest was fording a flooded road, unknown depth. The mighty Falcon conquered it with no trouble.

On arriving in Oberon we found a motel and asked for the best place to get a meal. The RSL was recommended, but there was a ball being held there and we might not get fed. Guess what: it was a very nice meal in no time at all.

The biggest shock was when we walked out to discover it was -3c and windy. Guess who had to park the car a block away?

The motel was warm and electric blankets soon turned on.

We met our contact in Oberon and he says he can keep us occupied for five or six day. We opted for four.

We left there the next day and travelled home, via Nagambie, the home of kangaroos. One of which decided to hop of a bank and straight into the Falcon. Luckily it went straight in the front and under, not much damage.

When I asked the driver where the kangaroo went he said " I don't care and I hope he keeps going".

The biggest shock was when we rang Rex Gorell for the replacement part we were told \$300 and they had one in stock. Got on the internet and got one from Melbourne free postage for \$98.

Ah the joys of the Long Distance Rally!

Sharyn Harris

Quotes About Cars

If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 MPG.

Bill Gates

(and we would be constantly pulled up beside the road with a frozen engine, waiting for a mechanic to load the latest upgrade! - Ed

Retarded Grandparents

(As actually reported by a teacher from one of her pupils)

After Christmas a teacher asked her young pupils to write how they spent their holiday away from school. One child wrote the following:

"We always used to spend the holidays with Grandma and Grandpa. They used to live in a big brick house but Grandpa got retarded and they moved to Batemans Bay where everyone lives in a nice little houses, and so they don't have to mow the grass anymore!

"They ride around on their bicycles and scooters and wear name tags because they don't know who they are anymore. They go to a building called a wreck centre, but they must have got it fixed because it is all OK now. They do exercises there, but they don't do them well.

"There is a swimming pool too, but all they do is jump up and down in it with hats on.

"At their gate, there is a doll house with a little old man sitting in it. He watches all day so nobody can escape. Sometime they sneak out, and go cruising in their golf carts!

"Nobody there cooks, they just eat out. And, they eat the same thing every night --- early birds. Some of the people can't get out past the man in the doll house. The ones who do get out, bring food back to the wreck centre for pot luck.

"My Grandma says that Grandpa worked all his life to earn his retardment and says I should work hard so I can be retarded someday too.

When I earn my retardment, I want to be the man in the doll house. Then I will let people out, so they can visit their grandchildren."

*Reprinted from "Recollections"
the official newsletter of the Werribee and
District Collectable Vehicle Club (Inc.)*

Looking for "Man Caves"

Dallas Jones is looking for some interesting workshops , so he can tee up a "workshop tour" as a club activity later in the year.

Call Dallas on 5266 1319 if your "man cave" might be available for

Mars Bar Competition

The September competition



Some young ladies were smiling the day they were born.

This club member still has that very same smile every time you meet her,

BUT WAIT,

most of the ladies that we meet in the car club are always smiling! Who could it be????

The girl gets the Great Mars Bar if none of you lot can work out who she may be.

The winner of the last Mars bar competition was Fred Harris, correctly guessing Trevor Warren as the mystery member for August.

More photos needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

email rbvangalen@gmail.com

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 TRIUMPH TR 7 (1976 – 83)

Specifications.

Top speed: 177KM/H (110MPH)
0-96KM/H (0-60MP/H) 9.1SECS
Engine Type: SLANT - FOUR
Displacement: 1998CC (122CI)
Weight: 992KG (2205LB)
Mileage: 10.0L/100KM (28MPG)

The wedge was king in the 1970s, so British Leyland decided that this disastrous design style should be applied to its replacement for the butch and masculine TR6.

The result was the Triumph TR7 – and its looks by no means fitted the name of the make. When Italian designer Giugietto Giugiaro saw the car for the first time, he walked round it and cried: 'Oh no! They've done the same to the other side as well.'

As a cost cutting exercise, British Leyland designed the TR7 to house Triumph's excellent 2 litre (122ci) slant-four engine. This should have been a successful combination, but the fit was so snug that the proposed 16-valve head from the Dolomite Sprint wouldn't fit under the hood, meaning that it had to make do with an eight-valve top end that could only muster 105bhp.

To add insult to injury, the TR7 suffered the same fate as many other cars born in the 1970s: it loved to rust, as many disgruntled owners soon found out.

It also took British Leyland three years to finally get around to offering a convertible version of the TR7, which debuted in 1979. This went some way to placating those who missed the open top TRs of old, but it was still afflicted by the same dreadful build quality and mediocre performance as the fixed-head model. The result was that only a handful of traditional buyers ever considered owning one.



Chopping the roof off also made the car feel much less stiff on twisty roads, or even less like a sports car.

In profile, the TR7 didn't look too bad. Its rakish lines managed to disguise its excessive height, while the flat roof hinted at good aerodynamics. It's no wonder that Triumph purists hated the TR7. Not only was it completely lacking in performance, but the handling was uninspiring as well. It used MacPherson struts at the front, and the rear end used a beam axle mounted on coil springs – the result was a chassis with little handling finesse, but very low build costs.

It was unanimously agreed that the TR7's styling didn't work. The car had become shorter and taller, giving it an awkward appearance.

If proof were needed that the 1970s was a decade of questionable taste, then look no further than the interior of a TR7. The leather-clad sports steering wheel was reminiscent of its era, but not as much as the garish tartan-faced seats, which were, frankly, disgusting.

Advertising by British Leyland:

TR7. It looks like you can't afford it.
It looks like a \$10,000 car.
It feels like a \$10,000 car.
It costs \$3,335.

Craig Cheetham:

'It looks like you can't afford it'.
No, it doesn't.
It looks like a cheap imitation of a proper sports car, with the door handles from an Austin Allegro.

WDHVC MEMBER PROFILE



Name?

Graham

Where were you born?

Geelong

Family?

Wife Gwen, 2 sons, 3 granddaughters 1 grandson

Number of years in the WDHVC?

2 years

Other interests?

Old Time Dancing, table tennis, fixing things, tinkering in the shed.

What was your first vehicle?

FJ Holden

What vehicle would you love to own?

Ferrari

What vehicles do you have now?

MGB GT, 1974 Holden Kingswood, 2004 Astra.

Profession?

Electrical Fitter

Skills?

Keeping my wife happy, General maintenance man.

What bugs you the most?

Lack of common sense

What makes you happy?

Driving the MG and holidaying in the caravan.

SALES, WANTED & CLUES

For Sale

Roma pop top caravan 16 ft. 4 berth, new split system a/c. New carpet, new upholstery, 2 new mattresses, 2 way fridge, 18 inch flat screen TV, DVD. Full heavy duty annexe, reg.

Contact Hank 0407 507 002.

9/16

Wanted

Wanted: vehicle for club member

- in reasonable condition, to go on red plates. Any car considered. Limited funds, first club car, for club runs. First contact Gus Shea 0400 203 151.

7/16

Footnote: the 1978 Mercedes Benz advertised last month has sold and is off to Denmark in a shipping container! Just proves that advertising works! - Ed.

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

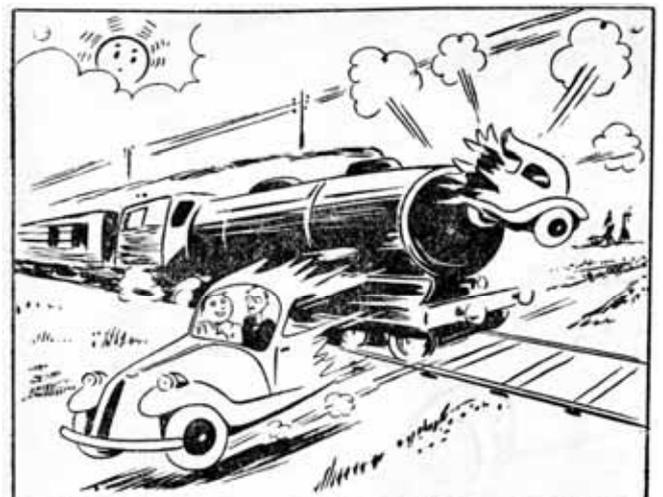
editor@wdhvcgeelong.com.au (Ph 0417 311 441)

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)



"I trust you will observe the advantages of a front wheel drive"

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

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BACKFIRE



September 2016

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28 AUGUST	29	30	31	1 SEPTEMBER	2	3
4 Bellarine Vintage Machinery Display, Drysdale	5	6	7	8	9	10
11	12	13 General Meeting 7.30pm	14 Dine Out 6pm Waurm Ponds Hotel.	15	16	17
LONG DISTANCE RALLY						
18 Mt Franklin Picnic Run	19	20 Committee Meeting 7.30pm	21	22	23 Deadline for items for Sept <i>Backfire</i>	24
LONG DISTANCE RALLY						
25	26	27 Tech/Craft night 7.30pm	28	29 Tinker Day 10am Clubrooms	30	1 OCTOBER
2	3	4	5	6	7	<div style="border: 1px solid black; padding: 5px; display: inline-block;">N.B.</div> Sun 9 Oct President's Day 10am Clubrooms