

BACKFIRE

Volume 52 No 4 August 2018

PO Box 200 Newcomb VIC 3219
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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 Piece

No news on the President's Rally. The way things are we will need to wait until we get some more predictable fine weather.

Another great coffee run this month with again around 30 people attending. This event just seems so popular and I don't think it is the coffee as much as the company.

For those who missed it, the last general meeting was a PB for me. Meeting time was just 46 minutes!

I know I always say a quick meeting is a good meeting, in this case it was true. There was little in the way of general business and we had a few away which cut down on the usual monthly reports. This was the main reason for such a short meeting.

This was followed by a very interesting talk on refining base oils by Neville Briggs. We have a few members within the club who have refinery experience themselves, which made for some interesting questions.

I always enjoy reading the section in the Backfire "The World's Worst Cars" I particularly enjoyed reading the article last month on the Nissan/Datsun Cedric. I remember my uncle buying one of these and proudly showing us all the electrical accessories. I was about 8 or 9 at the time and it was the first time I had seen a radio that seeks stations and had an electric antenna. Things we take for granted today but pretty advanced for the mid 60's.

My uncle loved the car and had it for many years and continued to buy Japanese cars from then on. He bought a 1966 Datsun extra cab ute after liking the Cedric so much. My uncle passed away many years ago but the ute is still on the family farm, still going and still being used for small jobs today. It even gets trotted out for town parades as it so well known in the district.

I offered my knowledge of all things exhaust systems to Peter at the Tech Night this month. He gave me plenty of rein so I put on my teacher's hat and did an Exhausts 101 session. I hope all enjoyed it and didn't bore people too much. No-one tried to silence me but I was exhausted after it!

Look forward to seeing you at the next meeting or event. But until then, get out in the shed or get out in your car.

Dallas

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 582 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 10th JULY 2018

PRESIDING

President Dallas Jones opened the meeting and welcomed new members Rachel Stewart, Les Szalinki, Aaron Reynolds and 91 members to the meeting.

APOLOGIES

Rob Anderson, Mike Hanneysee, Trevor Schneider, Kevin Hunter, Rod & Libby Booley, Raelene Pretlove, Ron Smeelie, Eva Barwise, Betty Jenkins, Gwen Tucker, Maurice Healy, John Bailey, Lorraine Collinson, Gary & Noreen Mellington, Hannah Felton, Nick Neeson, Sandra Batson, Lindsay Rogers, Jim Maffet, Linda Parker, Cheryl Elliot, Brian Edwards, Roger Sykes, Noel Simpson, Ken Parry, Graham Peacock, Nancy & Duncan McIntosh.

Moved: Jim Coates

Seconded: Ken Batson Carried

SICK LIST

None

MINUTES

The minutes of the previous general meeting as published in the *Backfire* confirmed as a correct record. No matters arising.

Moved: Ray van Galen

Seconded: Damien Giustini Carried

CORRESPONDENCE (Fred)

INWARD

Letters In

- Allsure Insurance - renewal policy for contents of building
- Bendigo Bank - investment renewals

Emails In

- Power heart AED - requesting details about our Defibrillator to make sure it is rescue ready

OUTWARD

Letters Out

- New members - welcome letters to new applicants at the last committee meeting and becoming new members on payment at the next general meeting: Dianne Lock & Lance Shell; Aaron Reynolds, Ray Turner; Hannah Felton.

Emails Out

None

Moved: Graham Cameron

Seconded: Jon Breedveld Carried

TREASURER'S REPORT (Maurice)

No report this month.

PROGRAM DIRECTOR (John)

No report this month.

LIBRARY (Gary)

Gary reflected on firewood stealing and a (possibly illegal) way to stop it. The Cheney biography on the early days of car sales was recommended.

DINE OUT (Gary)

Next Dine Out will be at the Waurm Ponds Hotel.

EDITOR (Jon)

We have been contacted about two early members of the club. See the next *Backfire* for details. Thanks to all who assisted with the Ray Triggs parts sorting and collection.

FEDERATION REPORT (Cheryl)

No report this month.

COMMITTEE REPORT (David)

- Belmont Primary School has provided advance notice of their fundraiser later in the year.
- Volunteer(s) still required to set up the Bendigo Swap site tent this year.

MERCHANDISE (David)

No report this month.

TINKER DAY (Rod for Ray)

Soup kitchen at the Clubrooms this month. Thanks to Jack Thomas for hosting last month's Tinker Day. See last month's *Backfire* for the full report.

MARS BAR AWARD (Dallas for Ray)

No one picked John Bailey so he gets the Mars Bar.

VEHICLE PERMITS (Gus)

No report this month.

CRAFT NIGHT (Linda)

No meeting this month.

RALLY REPORTS/EVENTS (Rod)

- Coffee run to the Federation Mills was well attended with about 25 there on the day.
- The run to Timboon Cheese was very successful.

LONG DISTANCE RALLY (Sharyn)

Rally details are all confirmed for 22 to 30 August.

GENERAL MEETING MINUTES ctd

TECH NIGHT (Peter)

Exhaust systems will be the topic of this month's Tech night.

SWAP MEET (Fred)

Taking bookings for the indoor sites so contact Fred now if you want one.

KITCHEN (Rhonda)

No report this month.

GUEST SPEAKER

Following the meeting Neville Briggs spoke on base lubricating oil refining and products. Until recently the Geelong Refinery produced these products but now all are imported to Australia. Neville's presentation reflected his detailed knowledge acquired over many years in the industry. It was clearly a topic of general interest as there were many questions from the meeting.

GENERAL BUSINESS

Thanks to all who helped with the sorting and collection of the Ray Trigg's parts on sale at the meeting.

FOR SALES, WANTED & CONFESSIONS

- MG Magnette for sale. The car appears complete but is not running.
- Carby & fuel tank wanted for a 1930 Chev.
- 1984 Mitsubishi Bus for sale.

Meeting closed at 8.15pm.

Next meeting to be held at 7.30pm on 14th August 2018 in the clubrooms.

- Leigh Dwyer

August Auction Action

**Sale Oh, Sale Oh,
Sale Oh!**



August is bargain month, with our annual fundraising auction to be held after the meeting and yet another chance to grab a \$5 bargain among the boxes of spares in the workshop area.

So do three things:

- 1) hunt out those valuable items that are taking up space on the shelf and you can't use, and bring them to the August meeting for sale at the auction.
- 2) bring your \$5 notes and take the chance to buy that distributor/fuel pump/carby/miscellaneous gem from among the spares.
- 3) pack your sense of humor and some spare cash, so you can bid at the auction as well.

All proceeds go towards the club.

Your last chance to absolve yourself of the pangs of regret you felt in July or to secure a bargain at the auction.

Come early if you have items for the auction, so they can be labelled and sorted.

Contact: John Bailey 0413 258 302

July Parts Sale

The parts sale held in July created lots of interest and raised over \$700 for the club.

Don't miss another chance to grab a bargain at the August meeting!



Oils Ain't Oils, Sol!

Our July guest speaker, Neville Briggs, gave a detailed rundown on how base oil was refined during his 36 year career at Shell. Until six or seven years ago the Geelong Refinery produced these products but now all are imported.

He described the process as "dirty and smelly" old technology that used geologically old oils from the Middle East. (Australia's oil was too "young" for this process.)

Neville explained that different additives were put into refined base oil, depending on its intended use. (See Neville's chart on next page.)

He emphasised that it was vital to use only the recommended oil in modern cars. Oils are designed to lubricate particular engines and only those recommended oils should be used. Modern engines are highly developed and don't have the tolerance of old motors! Oils (and filters) should be changed every six months or 15,000 kms (whichever comes sooner) and different oils should not be mixed.

Oils ain't oils! - and ignoring this message in modern cars can be very expensive!

Thanks Neville, for an interesting insight.

Basic Lubricating Oil Production

Crude oil imported by ship then stored in onshore tanks to settle out sediment and water.

A high vacuum unit receives the long residue crude and distils the crude into different grades of oil: vacuum gas oil, spindle oil (SPO), light machine oil (LMO), medium machine oil (MMO), and short residue crude.

Vacuum gas oil goes into the pool to make diesels.

SPO, LMO and MMO are manufactured into finished oils by various refining methods to remove the waxes, paraffins, aromatics, sulphurs etc.

The short residue out the bottom of the distillation column splits and goes two ways:

1/ to a propane de-asphalting unit and has the last bit of oil stripped out using propane, creating the very heavy base oil used in gear oils and greases, then goes to storage for the next phase.

2/ some of the short residue is sent to tankage.

The leftover asphalt from making the de asphalted oil is sent to tankage.

From the distillation vacuum unit the oil product goes to a furfural unit (using a furfural solvent) to remove the paraffins/aromatics.

Then some of the oil products can go to a high pressure and high temperature hydrogen unit to



create the synthetic oils through a reactor, which enhances the characteristics of the oils to be superior to other base oils. (Yes, it is still the same crude that came out of the ground.)

And lastly ALL oils go to the dewaxing extraction unit, which simply cools down the oil/solvent mix steadily to grow the wax crystals. In huge filters the oil/solvent mix is pulled through the filter cloth and the solvent is recovered to re-use and the oil goes off to storage. The wax mix goes through a similar solvent recovery then storage.

Note: the tanked short residue and tanked asphalt is then blended together to create bitumen of various grades (eg C170 for local roads, C350 for highways, and C600 for hot area roads like in Darwin) and use in roundabouts, where sheer resistance to moving is needed. This blend is not a finished blend as aggregates and hardeners like mexasphalt must be added before the bitumen is laid down.

The finished base oils from storage tanks are sent to additive and packaging units at different sites.

Typical Refinery

Dewaxing Rotating Filter.

Dewaxing is done using a mixture of Toluene (TOL) and Methyleneethylketone (MEK), using a solvent ratio of MEK and TOI of between 48% and 52% MEK content, and mixing it in with the production base oil (spindle oil, light machine oil, medium machine oil and de-asphalted oil. This is chilled to between -14°C and -23°C over a gentle cool down, which promotes a wax crystalline growth of the wax remaining in the base oil.

It then enters the large filtering drums. A vacuum on the inside the filter cloth pulls the oil and solvent mix through, leaving the wax mix cake to stay on the outer side of the filter cloth.

After this the oil mix goes through a solvent recovery process and with the wax mix goes to its solvent recovery process.

Finished base oil then heads off for the additives and packaging.

Finished wax grades also heads off to export for different uses.

What the Additives Do to Your Engine Oil

ADDITIVE TYPE	PURPOSE	TYPICAL COMPOUNDS	FUNCTIONS
Anti-Wear Agent	Reduce friction and wear, and prevent scoring and seizure	Zinc dithiophosphates, organic phosphates and acid phosphates; organic sulphur and chlorine compounds; sulphurized fats, sulfides and disulfides	Chemical reaction with the metal surface to form a film with lower shear strength than the metal, thereby preventing metal-to-metal contact
Corrosion & Rust Inhibitor	Prevent corrosion and rusting of metal parts in contact with the lubricant	Zinc dithiophosphates, metal phenolates, basic metal sulfonates, fatty acids and amines	Preferential adsorption of polar constituent on metal surface to provide a protective film and/or neutralization of corrosive acids
Detergent	Keep surfaces free of deposits and neutralize corrosive acids	Metallo-organic compounds of barium, calcium and magnesium phenolates, phosphates and sulfonates	Chemical reaction with sludge and varnish precursors to neutralize them and keep them soluble
Dispersant	Keep insoluble soot dispersed in the lubricant	Polymeric alkylthiophosphonates and alkylsuccinimides, organic complexes containing nitrogen compounds	Contaminants are bonded by polar attraction to dispersant molecules, prevented from agglomerating and kept in suspension due to solubility of dispersant
Friction Modifier	Alter coefficient of friction	Organic fatty acids and amines, lard oil, high molecular weight organic phosphorus and phosphoric acid esters	Preferential adsorption of surface-active materials

PERFORMANCE ADDITIVES ENGINE LUBRICANTS

Pour Point Depressant	Enable lubricant to flow at low temperatures	Alkylated naphthalene and phenolic polymers, polymethacrylates	Modify wax crystal formation to reduce interlocking
Seal Swell Agent	Swell elastomeric seals	Organic phosphates, aromatics, halogenated hydrocarbons	Chemical reaction with elastomer to cause slight swell
Viscosity Improver	Reduce the rate of viscosity change with temperature	Polymers and copolymers of methacrylates, butadiene olefins and alkylated styrenes	Polymers expand with increasing temperature to counteract oil thinning

LUBRICANT PROTECTIVE ADDITIVES ENGINE LUBRICANTS

Anti-Foaming	Prevent lubricant from forming a persistent foam	Silicone polymers and organic copolymers	Reduce surface tension to speed collapse of foam
Anti-Oxidant	Retard oxidative decomposition	Zinc dithiophosphates, hindered phenols, aromatic amines, sulphurized phenols	Decompose peroxides and terminate free-radical reactions
Metal Deactivator	Reduce catalytic effect of metals on oxidation rate	Organic complexes containing nitrogen or sulphur, amines, sulphides and phosphites	Form inactive film on metal surfaces by complexing with metallic ions

CALENDAR OF EVENTS

WDHVC EVENTS

**See also -
calendar summary
on back page.**

2 AUGUST - THURSDAY

Meet at clubrooms at 9.45am sharp.

MORNING COFFEE RUN to Great Ocean Rd Chocolatier

Contact: Rod Booley 52815340 (0417 021 982)

3 - 5 AUGUST

CARAVAN/CABIN WEEKEND IN WARRNAMBOOL

If you wish to come and join us please book a site or cabin at the Surfside Caravan Park Ph 5559 4700. Let them know that you are with the WDHV club.

Cedar cabins are \$100 per night for 2 nights and a powered site are \$35 per night but seniors get a discount.

Could you please let me know if you have booked - call me on 0417 546 089. We will gather at 10am at the truck rest area on the Princes Highway opposite the cement works about 1km or so from the Anglesea Rd roundabout.

14 AUGUST - TUESDAY

GENERAL MEETING 7.30pm. Clubrooms.

15 AUGUST - WEDNESDAY

Save up your 20 cent pieces and join us.

DINE OUT 6.15pm. Commun Na Feine Hotel, 209 Bellarine St.

Contact Gary McCredden 5275 2544

16 AUGUST - THURSDAY

TINKER DAY.

Start time 10.30am. NOT FROM THE CLUB this time, but the township of Ceres. This will save a lot of traffic hassles. We have been invited to visit Steve and Allison Moore on their property in the Moriac district. The Moore's have a lot of interesting by-gone days stuff to look at and this will no doubt remind a lot of us of our own childhood days. As usual BYO everything, food, chairs, thermos, and sense of humour. And why not bring your oldest vehicle to show off as well.

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

19 AUGUST - SUNDAY

Meet near Waurrn Ponds Hotel car park at 11am.

LUNCH RUN TO BARWON HOTEL, WINCHELSEA.

Contact: Rod Booley 52815340 (0417 021 982)

21 AUGUST - TUESDAY

AUGUST COMMITTEE MEETING

24 AUGUST - FRIDAY

SEPTEMBER BACKFIRE DEADLINE

Contact: Jon Breedveld 0417 311 441

28 AUGUST - TUESDAY

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

Contact: Peter Telfer 0427 526 938

22 - 30 AUGUST

LONG DISTANCE RALLY 2018

All rally participants: we will meet at the Bannockburn Service Station at the roundabout on the Ballarat Rd at 8.30am, on Wednesday 22 Aug.

Contact: Sharyn 0417 546 089.

6 SEPTEMBER - THURSDAY

MORNING COFFEE RUN Meet at clubrooms at 9.45am sharp.

Contact: Rod Booley 52815340 (0417 021 982)

OTHER EVENTS

26 AUGUST - SUNDAY

FEDERATION PICNIC AT MARONG.

LAST SUN EVERY MONTH

Werribee & District Collectable Vehicle Club Inc meet.

9am to noon (weather permitting) car park cnr. Cherry St & Kelly St Werribee. Free entry. Have a bite to eat and a coffee. Talk car stuff with car-minded people.

Jeff 0412 705 245. John 0407 546 235.

- Rod Booley

RALLY & RUNS

Timboon Cheesery Run

Timboon is about 145kms from Geelong, so we thought that we would get only a small number of participants, WRONG! 30 people showed up on the day for our lovely trip to Timboon via Cape Otway Road to Birregurra then to Colac for a regroup and we were off to the Cheesery. The countryside is now all green again with little to tell of the summer bush fire that damaged so many farms earlier in the year.



Members having a taste of different cheese by our host Paula

We were greeted with a warm welcome at the Cheesery by Paula who explained the Cheesey works and then were able to taste all the cheese varieties that are made there. This was followed by very nice home-made soup and then scones jam and cream with our hot drinks.



Judith Matthews celebrated her 80th birthday at the Timboon Cheesery.

The day also held a special note for Judith Matthews, who celebrated her 80th birthday with us, and we all had some of Barb's famous jelly to go with that. On the way back, we stopped at the ice cream shop in Timboon and sampled the tasty varieties of ice cream to top off our great day. Some stayed in the area to visit other attractions and others went home to our lounge room fires. A good run for all.

Participants were: Ray & Barb van Galen. Manuel & Lillian Vella. Sharyn & Fred Harris. Graham & Helen Cameron. Merv Baum with Glenda. Trevor & Netta Warren. Fred & Pam Dosser. Teena & Damien Giustini. Leonie Saliba. Ken & Jenny Parry. Judy & Laurie Mills. Jeanette & Max McKenzie. Tristan, Kathryn McMahon & 6 months old, very cute youngest club member, baby Austin. (Now that is what I call a good name!) Judith & Ray Matthews. Graeme Paech.



Our youngest member Austin and mum Christine

And all the way from Port Fairy we had Marg & Keith Harris joining us as well.

Thank you to all the folks that made it a great day out.

- Ray van Galen

Avoca 25 Years

Over the those years we have seen butterflies hatching, sewing machine displays, bone china paintings, collections of many kinds, including cars and trucks, knickknacks, nurseries, homesteads, wineries, Chinese gardens, old villages, sheds full of treasures and many, many more.

Wonderful meals and fellowship at venues in and around Avoca. Many hours spent under the trees enjoying a drink or two and many, many stories. Please cancel your rooms early to give Candice and Andrew a chance to rebook – ph 5465 3464.

The time has come to bring the curtain down on the March long weekends and on behalf of all over the years, thanks for the memories.

- Gary

RALLY & RUNS

June Technical Night

Rob Kaub again presented a technical night and started talking about hammers - an important tool, and it became the most important tool of his trade. A well balanced hammer is a delight to use. He thinks his trade should be called body repairer and not panel beater, as this was the name given to men who made panel for cars before metal pressing machines.

Rob gave us a brief history of his career, starting his apprenticeship at a Melbourne Volkswagen/Mercedes Benz dealer. Later he worked for a Ford dealer and later still he started his own business in Ocean Grove. We never get tired of the stories from some of his repairs.

One of the changes was the introduction of plastic body filler (bog), but this became overused. More time should be spent on getting the panel correct first. Another change was replacing panels instead of hammering out the dint. This changed this repair from 70% labour, 30% parts to 30% labour to 70% parts. As a result he gave up insurance work and did repairs on older cars using the hammer.

Rob's favourite car is the Volvo because it pioneered safe cars through research and development, with crumple zones in the front and a rigid passenger compartment. After a crash the door can still be opened. It also makes them easier to repair. In a front-end crash the Aussie cars of the time with would have had the roof buckled, requiring more repair work.



We then did an exercise in panel beating. Rob hit a front mud guard panel (Volvo of course) with a hammer. We then hammered it out with a heavy hammer against a block of wood, then used a flipper and dolly to get it back

to the correct shape, and then finished it off with a panel hammer and dolly.

Rob did his work in the days before OH & S and the link between noise and hearing loss. He belongs to a group who have suffered the same fate. Ear buffs did not come until later. This is another subject I am interested in as I have the same problem.

Well done Rob for another interesting Technical Night.

- Lindsay Alford

July Technical Night

Dallas our president gave us a presentation on exhaust systems with video and cut away samples. Being a Gordon TAFE motor mechanic teacher it was a very good and informative. He explained the difference between an exhaust manifold and an extractor. With an extractor the pulse of exhaust gas from one cylinder gets to the common pipe just ahead of the next one and this assists the flow of gas. An extractor is tuned for a given rev range: too slow and the pulse of gases from the cylinder are too far apart and too fast they reach the common pipe too close together and it does not work.

Next were mufflers and resonators, which reduce engine noise. A resonator consists of a pipe with a straight through pipe with holes to an outer chamber. This reduces the high frequency noise. It is then followed by a muffler, which is similar but the gases usually flow through a loop and the outer chamber is often lined with fibre glass etc. The exhaust system needs to be isolated from the body of the car with rubber mounts so the noise does not transmit back inside the car. Dallas told us a story of a car with differential noise, but the problem was due to a replacement exhaust system not hanging free and the rubbers jammed tight together allowing the noise to transmit back into the car.

Dallas then explained how catalytic converters work. They consist of ceramic with expensive metals. They operate at a high temperature and convert hydrocarbons (unburned fuel) to CO₂ and H₂O. Using leaded fuel will coat the converter and sensor in the system stopping them from working.

This led into a discussion on fuels including LPG, petrol and diesel.

Ray had a LPG burner for use as an exhaust end for a small motor cycle engine. He also had a wedge piston for a 2 stroke. He also talked about offsetting the connecting rod in the piston. This was done to increase the time for inlet port was open. Dallas said it also evened the loading on the piston and improved its life.

Our Packard owner had an sample of valve with a patented method of hold the valve end which prevented it from rotating. This was not successful as it the valve tended to burn out: they abandoned it and used collets like every other engine.

I think exhaust pipes are a pain in the b**. They rust out and are difficult to pull apart as the joints rust up. I had a Hillman Imp muffler which was the complete system: it just bolted to the engine.

Thanks to all that made the evening a success.

- Lindsay Alford

RALLY & RUNS

July Tinker day - 21/7/18

Tinker day was at the club room with the annual soup day dinner, a reminder of the soup kitchens during the great depression. Our club ladies put on a wonderful soup and bread rolls and finishing up with scones and cake. Well done ladies for their effort, which was appreciated by all.

Before our dinner we had our show and tell.

It started with John our past president. He built a portable shearing shed for a sheep property near Woomera. His next project was to automatically drain the drinking trough as the water goes off. The water gets polluted when the sheep dribble into it. This had been done every three days by a station hand, who travelled 700km to do all of the troughs. John could not use a valve as the water often gets rubbish in it. His prototype consisted of a flexible hose lifted above the water level when off and lowered to drain the water out. It was operated by a solar powered battery, timer and switch gear to drive a small electric motor actuator. The whole operation could be monitored by the existing camera system back to the homestead.



I had a copper soda acid fire extinguisher and explained its operation. Members' other items included a bike spoke die for making spokes, a

tool for bike rims, a vintage wooden plane for cutting slots into wood, historic lights for bicycles and motor bikes using carbide and kerosene.

Our motor cycle restorer had examples and talked about the development of carburettors on early motorcycles.

A member had a restored clockwork music machine. The tunes were produced by metal discs with holes punched in them, making little ridges. These little ridges caused reeds to vibrate, producing the music.



Another member had a lot of historical photographs of Heath Fords' new show rooms in Geelong and Werribee and how he came to acquire them. And then the discussion got onto the A model Ford and how good they were on dirt roads.

There were lots of other things - sorry if I missed yours.

A great day and thanks to all who made it a success.

- Lindsay Alford

Club Casserole Lunch

On Sunday 22nd July, the Western District Historical Vehicle Club ran the annual lunch event in the club rooms. It was a cold day outside, however, our club room was lovely and warm inside thanks to our very efficient heating system. There were about 50 people present.



Everyone had a lovely meal. The entire meal was, as always, supplied by all the ladies that were present on the day. I think we did justice

to all the food, which consisted of hot casseroles and a great variety of sweets. Then of course the tea and coffee to wash it all down.

Everyone received a raffle ticket, which there were two chances to win a fuel voucher. The two winners were happy. Graeme Paech played some lovely old music on his very old accordion. Another highlight was the demonstration of a driverless two door Mercedes Benz car. It was a beautiful black two door with the roof down. The driver would have been about 2-3 years old! Because of his age, his mum was using her remote control to drive the car.

All in all, it was a great day. Thanks to everyone for making this happen. I thank you.

PS My daughter Kerry made my contribution. I was lucky that she also joined us for lunch.

Text - Bernie Turner

Photos - Libby Booley



The World's Worst Cars?

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

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

MOTORING MISFITS

"Some cars are truly awful, yet it is impossible to pinpoint why. They are either out of place because they are so obscure, or – worse – are completely wrong in almost every respect. They are motoring monstrosities that should never have seen the light of day ... Many of them are historically interesting and may even have acquired something of a cult reputation."

LADA NIVA (1979-96)

Specifications

TOP SPEED: 124KM/H (77MPH)

0-96KMH (0-60MPH); 22.4 SECS

ENGINE TYPE IN-LINE FOUR

DISPLACEMENT: 1569CC (91CI)

WEIGHT: 1172KG (2604LB)

MILEAGE: 10.0L/100KM (28MPG)

NIVA: THE FARMER'S CAR THAT'S A PIG TO DRIVE.

Show a Lada Niva a tough off-road course, and it wallows around like a happy pig, leaping over mud banks, wading through stagnant water and slithering its way up filthy tracks as if it was born to roll around in muck.

But show it a twisty stretch of tarmac, and you'll learn it handles like a pig as well, with excessive body roll, a complete lack of steering accuracy and an appalling, spine-jarring ride. Engines came from the Lada Riva were coarse and thirsty: build quality was atrocious, the black plastic interior was sombre and the brakes were all too literally a hit-or-miss affair.

Yet the Niva had a strong following with European farmers, as it was sold at a bargain price and matched a Land rover off-road for a quarter of the price. For others, though, it was a dreadful car, as many initially found out.

Motorway refinement was awful: the cabin was cramped and uncomfortable and the build was as you'd expect from a Lada. In other words utterly dreadful.

Lada stopped exporting the Niva in 1996, when new emissions legislation across Europe meant its engine could no longer be legally sold.

The Niva is nothing if not robust. The all-round coil springs, mounted on a ladder-frame chassis, gave it amazing axle articulation, and it was brilliant off-road. Sadly, it was appalling to drive on tarmac, with vague handling and a bouncy ride.

Lada tried to attract buyers by making later versions of the Niva more trendy, with alloy wheels and natty side graphics. But customers weren't fooled.

Cheapness is the hallmark of the Niva's cabin – it's badly laid out, with lots of nasty plastics and horrible vinyl seat facings.

It might be a mystery to Western consumers, but in its home market of Russia and in other developing Eastern Bloc countries, it continues to be a successful seller.

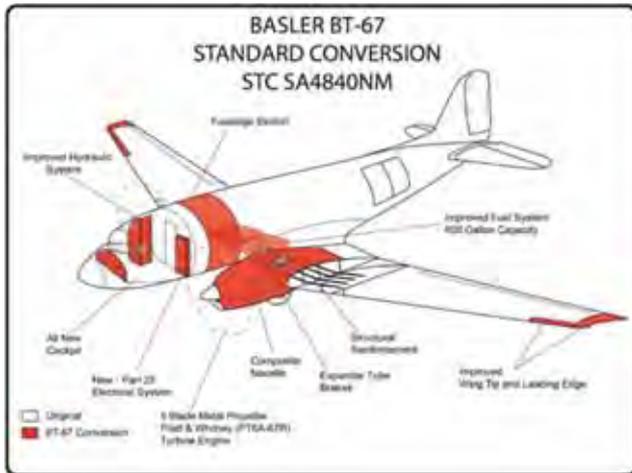
- Graham Pretlove



Look at this plane

Graham Peacock sent in this eye catching old plane, which was photographed at Broome Airport recently. It sports the classic Douglas DC 3 lines but is in fact a conversion into what is known as the Basler BT-67. The plane runs powerful Pratt & Whitney PT6A-67R turbo prop engines with Hartzell 5-blade aluminium propellers. It has been upgraded to reduce routine maintenance, increase its speed, power, range and capacity.

The plane is operated by Spectrem Air from South Africa and has been conducting extensive exploration minerals mapping in West Australia.



A look at the respective websites tells us that Spectrem Air has pioneered some of the industry's most significant advances in airborne electromagnetic technology (AEM) since its development 35 years ago. With over 2 million line kilometres collected over five continents, the company has retained its lead in AEM data acquisition, processing and interpretation. The AEM technology "maps" below the earth's surface and is used in geological mapping and mineral exploration, hydrogeology and geo engineering and oil & gas exploration.

The company consists of a small group of aviation, financial, engineering and geophysics personnel based at the Lanseria International Airport in Johannesburg (South Africa).

Links: <http://spectrem.co.za/> and <http://www.baslerturbo.com/>

Below: an example of the "pictures" the plane records from below the earth's surface



Most powerful airborne system collecting **high resolution** time-domain **Electromagnetic (TDEM), Magnetic and Radiometric** concurrently

A patented broadband transmitter waveform for superior shallow and deep detection

Better signal-to-noise for detecting deeper and complex ore bodies

New processing methodologies for high level of resolution

Most advanced wideband Airborne EM system on a fixed-wing platform

Chasing Old Jag Owners

I received an email from a John Elmgreen this month asking about members who owned Jaguars.

John said: "I am writing a book about Jaguar XK140s in Australia (and elsewhere) and I believe that a couple of owners of an XK140 in the early 60s were members of your club – presumably back in the 60s or 70s.

They were **Graeme Norton** and **Ron Parkes**. I do see that your club started in 1967.

I wondered if by any chance they were still members of your club, or whether anyone in your club might know how I could contact them, to discuss what they did with the old Jag?

Would you also know whether Ron Parkes was an/the owner of Esler & Belton too?"

I sent John details of a Mr N T Norton and a Mr R M Parkes, both being listed as members in 1968.

I also said that there had been 44 Jags of various denominations in the club over the past 50 years!

John responded that:

"Ron Parkes is a definite "hit". I wonder if he was involved with Esler & Belton?

Does the club have any records of the Eastern Beach ¼ mile sprints run in the 1960s?

I note you have had 40 members with Jaguars! I would love to know any available details of any that had either an XK120, XK140 or XK150.

I look forward to hearing from you further."

If you can help John, his contact details are:

John Elmgreen, Sydney, Australia.
0417 446 615 elmgreen@ihug.com.au

John Elmgreen
Jaguar XK Motoring Historian.
Co-author of: The Jaguar XK120 in the Southern Hemisphere



1956 XK 140

WDHVC MEMBER PROFILE



Name?

Kevin

Where were you born?

Carlton

Family?

Wife June, 2 sons & 1 daughter, 8 grandchildren & 6 great grandchildren

Number of years in the WDHVC?

39 years

Other interests?

Numismatics (coin collecting)

What was your first vehicle?

Maxwell 1923 tourer

What vehicle would you love to own?

Any car with no troubles

What vehicles do you have now?

1956 Peugeot van, pushbikes

Profession?

Cabinet maker/carpenter

Skills?

Most

What bugs you the most?

Talkers that don't shut up!

What makes you happy?

When things go right.

- Libby

Great Mars Bar Competition

The August Competition



August greets us with another ambiguous gender photo. Our mums, bless their souls, did dress both girls and boys almost the same way for these early photo shoots. I think it was to confuse members of not-even-thought-of car clubs on Mars Bar competitions, and they succeeded very well indeed.

But at least I do know who this member is this month.

As you can see in this picture, an airplane licence is going to be a priority in the future. Does that help at all? How many people in our club have flown planes? Even I have, not legally of course!

Your guess will win you a monster big Mars bar if you get it right.

More photos needed

Please sneak in your photo submissions to:

Ray van Galen

Ph 52789 368,

or

email rbvangalen@gmail.com



FOR SALES, WANTED & CLUES

For Sale

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

1974 Mini (Leyland) Moke soft top.
Reliable vehicle Reg TYZ-055 \$8000.
Call Jim 0434 916 470. **8/18**

1956 Peugeot 203 van GMC-258. \$14,400.
Also various oils: 4-5 litre containers @ \$3/litre
& other items. Call Kevin 5248 3032 or
0406 633 700. **8/18**

Wanted

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

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 0418 587 415).

Quotes About Cars

"The best car safety device is a rear-view mirror with a cop in it.

-Dudley Moore

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.

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

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PP 1000/19091

POSTAGE
 PAID
 AUSTRALIA

BACKFIRE



1956 Consul & Zephyr

August 2018

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	31 July	1	2 Morning Coffee Run Clubrooms 9.45am	3 3-5 Aug. Cabin/Van Warrnambool. Leave 10am truck rest area, Princes Hwy,	4 weekend in Waurm Ponds
5 Warrnambool. Cabin/Van weekend	6	7	8	9	10	11
12	13	14 General Meeting 7.30pm Clubrooms	15 Dine Out 6.15pm Commun Na Feine Hotel	16 Tinker Day 10.30am Ceres township	17	18
19 Lunch run to Barwon Hotel, Winchelsea	20	21 Committee Meeting	22	23	24 Sept 2018 Backfire Deadline	25
LONG DISTANCE RALLY TO MILDURA						
26 Federation Picnic Marong	27	28 Craft/Tech Night 7pm Clubrooms Starters, Gennies	29	30	31	1 September
LONG DISTANCE RALLY TO MILDURA						
2	3	4	5	6 Morning Coffee Run Clubrooms 9.45am	7	8