

# BACKFIRE

Volume 57 No 4 August 2023

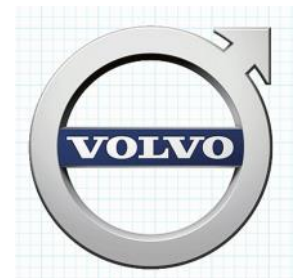
PO Box 200 Newcomb VIC 3219

Club meetings: 7.30pm 2<sup>nd</sup> Tues each month. Clubroom: Geelong Showgrounds, 79 Breakwater Rd East Geelong.



**JANUS**  
MOTORCYCLES  
GOSHEN, INDIANA

**Douglas**



**Packard**



**Valiant**

*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.*



[www.wdhvcgeelong.com](http://www.wdhvcgeelong.com)



[WesternDistrictHistoricVehicleClub](https://www.facebook.com/WesternDistrictHistoricVehicleClub)



[wdhvc\\_car\\_club\\_geelong](https://www.instagram.com/wdhvc_car_club_geelong)

## HONORARY OFFICE BEARERS AND COMMITTEE - 2023/2024

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Jon Breedveld (Glenda)	0417 311 441	Tony Brincat (Miriam) 0437 453 259
Col Jordan (Lyn)	0425 822 026	Ken Parry (Jenny) 0437 254 351
Gus Shea (Pam)	0400 203 151	Barb van Galen (Ray) 0408 664 537
Dallas Jones	04 32 172171 (Immediate Past President)	
<b>RALLY CO-ORDINATOR</b>	Ken Parry (Jenny)	0437 254 351 5275 4335
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<b>BAY CITY SWAP COMMITTEE</b>	John Bailey 0413 258 302	Rod Booley 0417 021 982
	Murray Foran 5248 2553	Max McKenzie 5248 2380
	Ray van Galen 0411 954 865	
<b>CLUB MERCHANDISE SALES</b>	David Mitchell 0409 099 716	
<b>PRINTING OFFICER</b>	Peter Telfer (Gaylene)	0427 526 938
<b>CLUB PHOTO MAINTENANCE</b>	Dallas Jones	0432 172 171
<b>LIBRARIAN</b>	Phil Abbott (Doreen)	0439 965 210
<b>FEDERATION DELEGATE</b>	David Perkins	
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<b>RGAPS COUNCIL REPRESENTATIVE</b>	vacant	
<b>LIFE MEMBERS</b>	Ken Batson	Fred Harris
	Max McKenzie	Trevor Schneider
	Ray van Galen	Judith Matthews
		Max Tucker
<b>CLUB MEMBER OF THE YEAR</b>	Barb van Galen	
<b>ERIC BAKER MEMORIAL AWARD</b>	Annette Marshall	



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## *The President's*

## Idle Chatter

Hi All,

What a change to come back to a cold winter. It certainly takes a bit of getting used to.

The coffee morning this month was at AJ's at the Showgrounds, only about 100m from our clubrooms. What a great turn out: we almost filled the room! The staff really looked after us and there was a great atmosphere. The other benefit with this venue was the huge amount of parking, something that we don't always have at the coffee places.

Despite the particularly cold weather on the day we had a very interesting visit to Bells Brewery in Torquay. Adam, one of the owners, gave us all a very good account during a tour of what they do and it certainly has a lot of science in making the various brews. It clearly pays to have a very good process to make sure the consistency and quality comes through on each batch.

Also it was interesting to hear the challenges of just getting the business started and then head into the Covid shutdowns.

Thanks again to Adam and Jonno for looking after us for the visit.

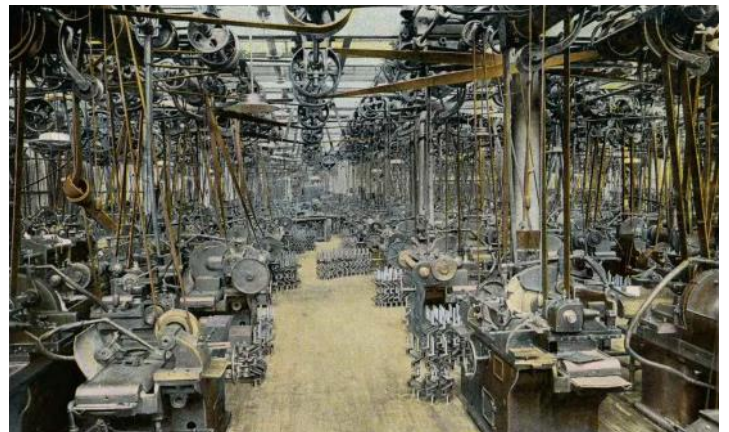
We then followed on to visit to Ocean Mist Aged Care Facility. Again we were very well looked after by the staff in spite of the very challenging conditions. I think they enjoyed the old cars as much as the residents.

Don't forget the auction night coming up at the next club night. It's always entertaining to see auctioneer John in action and you never know what you might end up bringing home.

And if you do have some items to sell, bring them in early on the night. We haven't had an auction for a few years so it should be a bumper event.

Stay safe and I hope to see you out and about.

David Mitchell



*"Crankshaft grinding department. 50 miles of belting are used to drive Ford machinery ."* Postcards showing the Ford plant in 1917.

# GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 625 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.  
HELD AT THE CLUBROOMS ON TUESDAY 11<sup>th</sup> JULY 2023

## PRESIDING

President David Mitchell welcomed the 78 members attending

## APOLOGIES

Julie Wilby, Graeme Walker, Don Sell, Rob & Lyn Anderson, Jennie Green, Fred & Sharyn Harris, Tim Paech, Rob & Lyn Anderson, John Hickford, Courtney Field, Ray Turner, Trevor Little, Lyn Jordan, Alan Tipper, Dallas Jones, Libby & Rod Booley, Ray van Galen, Jodi Aylmer, Rhonda Alexander, Noreen & Gary Mellington, Darryn Tucker, Bernie Turner, Naomi Everett, Jon Breedveld, Doug Park, Nic Neeson, Syd Clifton and Trevor Schneider.

Moved: Jim Coates

Seconded: Barb van Galen Carried

## SICK LIST

Our thoughts are with the families on the recent passing of David Mitchell's father and Moira McKenzie.

## MINUTES

The June minutes incorrectly stated the month of the previous meeting. The month quoted should have referred to May. The meeting noted the error and accepted the corrected minutes of the meeting as published in the Backfire as otherwise correct.

Moved: Peter Telfer

Seconded: Fred Dosser Carried

## CORRESPONDENCE (David for Fred)

There has been no correspondence in or out for the month.

## TREASURER'S REPORT (Maurice)

The Treasurer reported on receipts and payments since the previous meeting and submitted accounts to be passed for payment.

Moved: Maurice Healy

Seconded: Dick Safstrom Carried

## PROGRAM DIRECTOR (John away)

Auction night next month

## LIBRARY (Phil)

Phil continues to work through our library and recommends that members see what is available.

## DINE OUT (Sharyn)

Fourteen members said that they will be attending this month.

## EDITOR (Jon)

Nothing to report.

## WEBSITE (Damien)

No report this month.

## FEDERATION REPORT (David P)

Update next month.

## COMMITTEE REPORT (Tony)

The recent meeting discussed:

- Holding new memberships until 2024
- Currently over 300 members in the Club
- The Club is reviewing its term deposit interest rates.

## MERCHANDISE (David M)

Club-branded wide brim hats available for collection.

## TINKER DAY (David M for Dallas)

Tinker Day will be at the Bell's Beach Brewery this month then onto to the Sea Mist Aged Care Home.

Next month's Tinker Day will be a tour of a local MG collector's collection on Sunday 13 August.

## MARS BAR AWARD (Ray)

No competition this month

## VEHICLE PERMITS (Fred for Gus)

Ten members have expired permits.

Three vehicles have been added to the scheme over the last month.

Tony Brincat spoke to the meeting about his 1991 Porsche 928 S4 on display. A beautifully presented, state-of-the-art 1990's design.

## RALLY REPORTS/EVENTS (David M)

See the Backfire for details on coming events

Events attended by members include:

- The Coffee Run to the Showman's Bar was well attended with 34 members.
- Despite the rain, the Observation Run was a great success with 10 cars participation. Col Jordan won with a near perfect score. President David thanked Maurice for organising.
- Barb van Galen thanked the Club for the recent Ladies Day, with 27 members attending.
- Geoff Lenton was one of the 100 participants in the recent Welcome Back to Hamilton tour.
- Fred Dosser enjoyed the Packard Club's Independence Day lunch in Ballarat.
- Graeme Paech enjoyed the recent Keplie Show in Casteron.
- David Mitchell enjoyed the pre-meeting tour of the district before the Winton Historic Races.
- If members are visiting Brisbane, Lindsay recommends a visit to the Fire Museum.

## LONG DISTANCE RALLY (Sharyn away)

More details in the next Backfire.

# The Economic Value of the Historic & Classic Motoring Industry in Australia



The Australian Motor Heritage Foundation (AMHF) is conducting a survey of heritage vehicle owners to ascertain the contribution that the heritage vehicle sector, both classic and historic, makes to the Australian economy.

The material below gives more detail about the AMHF and the objectives of the Economic Value Study. It is being distributed to historic vehicle clubs across Australia. The survey is being conducted on the Survey Monkey platform by the economics advisory firm, The Mercurius Group. The survey should take less than 10 minutes to complete and is **totally anonymous**. No private details of respondents are captured. The link below takes you to further details and instructions. [Australian Motor Heritage Foundation \(AMHF\) Survey \(surveymonkey.com\)](https://www.surveymonkey.com)

**The AMHF would be grateful if you could complete the survey.** The aim is to get at least 10-20% of members from each club responding. The survey will remain "live" until mid-September. The AMHF will share the findings of the study with all participating clubs.

## The Economic Value of the Historic & Classic Motoring Industry in Australia

Why we need to commission a study **now**.

### We don't want to be seen as irrelevant and ignored

We know that the world of motoring, as we have known it, is changing *fast*. Historic and classic motoring is under threat from emission controls, road user charges, registration regimes and insurance, to name only a few of the issues. However, the public focus is now on cars powered by alternative fuels like electricity or hydrogen.

These cars may be the future, but they will run on the roads and other infrastructure *paid for by the owners of Australia's existing fleet of more than 20 million vehicles*. Electric motoring *need not exclude* all internal combustion engines.

## GENERAL MEETING MINUTES ctd

### TECH NIGHT (Peter)

July topic is "Brakes"

### KITCHEN (Pam)

No report.

### GENERAL BUSINESS

None this month

### FOR SALES, WANTED & CONFESSIONS

- Graeme P has brought another Mercedes.

Meeting closed. 8.40pm.

**Next meeting to be held at 7.30pm on 8 August 2023 in the clubrooms.**

- Leigh Dwyer

Furthermore, we should not forget the **women** in our motoring heritage. Women make up half of the motoring public and they have played an important part in our heritage.

We naturally want to preserve motoring, as we know it, for our own peaceful enjoyment but we also want to preserve it for *future generations*.

The question is "How do we do that?"

### What are we worth?

**Consider this:** If our 500,000 enthusiasts spend only \$2,000 every year it would total about **\$1 billion annually**. Some would argue that this average spend is very conservative, but it shows that our potential impact on the Australian economy is *far greater than many politicians realize*.

So, what is our movement **really** worth to the economy?

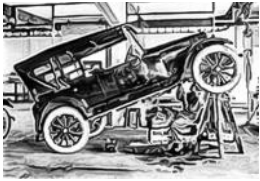
The Australian Motor Heritage Foundation means to find out. We all need to answer this question if we are to be taken seriously.

### How will we do it?

The AMHF is committed to **preserving our motoring heritage** and we have built up a substantially library at our offices, which were kindly provided by the ARDC at Sydney Motorsport Park.

Now we want to commission our **economic value study** on behalf of our supporters in the motoring clubs and also all those in the commercial world who provide the skills and services upon which our movement and our heritage depends.

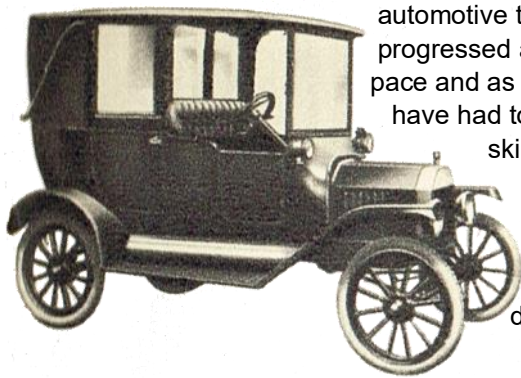
Continued Pp 14.



## Stories From the Shed Forgotten Skills



Just a mere century ago the mass production car industry was still in its infancy. The Chevrolet Motor Car Company, at just 12 years old, was making the Superior Series F, the Dodge Brothers who had only been producing cars for 10 years, were making the Touring Sedan and the Ford Motor Company, at a veteran 20 years old, were cranking out Model T's.



1913—A Model T. Ford.

So, this month I thought we could take a look at some forgotten driving skills.

Do you know that Henry Ford's T Model didn't have a fuel pump? If the tank was down a way and the driver approached a steep hill, they needed to turn the car around and reverse up the hill so the petrol could still gravity feed. That's a driving skill that just isn't needed any more.

One of the important skills to have prior to the nationalisation of road rules was the ability to drive according to the rules of the state the driver was in. They had to know if the right turner give way to the left turner or if it was opposite in that particular state. Then they also had to know what exactly those de-restricted speed signs allowed them to do.

Remember the 'running in' sign on the back windows of cars with new motors? In that situation the skill was maintaining a steady speed for a period of time and then changing to a different steady speed. Nowadays drivers are addicted to cruise control and most can't sit on a steady speed at all without it.

There was also the skill needed to play the pre seat belt, back seat game of 'corners' where people slid across to squash the person on the wrong end as the car went quickly around bends.

Drivers in the 70s and 80s developed some very special skills around the in-car radio cassette deck and they could recognise by sound when the tape deck had started eating their tape. Those with greater skills could also switch it off before the tape was hopelessly wound through the player and that lead to the extra skill of being able to wind the tape back in using a pencil.

In the next 100 years, automotive technology has progressed at a breakneck pace and as a result drivers have had to learn many skills that were, at the time, essential but which have since disappeared.

Of course, they could hear the problem quickly back then because they really knew the music well. This was because they were usually well into the long drive to their holiday destination before they realised that they had only brought three cassettes (and one was crap), so they just listened to two tapes over and over. And over.

There was no such thing as streaming back then. In fact, a stream was something they drove through at a ford, even if they were in a Chevy or a Holden. Of course, the deeper fords meant that they needed another since forgotten skill, which was drying out the wet drum brakes by riding the pedal for a while. If this was forgotten and the driver was heading for a potential accident there would be nothing stopping them ... literally.

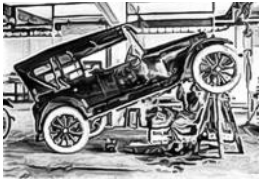
But back to the audio skills, drivers could also manually tune in an analogue radio while driving on a bumpy road and they knew how to use a metal coat hanger to replace a broken radio antenna. Those with seriously advanced creative skills would also twist it into the shape of Australia which allegedly provided better reception when Aussie rock was played.

They could also use a coat hanger, or plastic strapping tape to break into their car if they happened to lock the keys inside. Or they could just ask people with a similar car to try their keys in their door, as this actually worked far more frequently than it really should have.

If the first windscreen skill of holding a hand against the toughened screen to spread the impact when a stone came their way failed, then they had to revert to the second skill, which was kicking / punching out the shattered remains while avoiding both injury and glass fragments in their car. This was, of course, followed by the third skill of driving to a windscreen replacement shop with a missing windscreen. Goggles were a significant help.

Manual window winders were fun too. The driver had to wind their window down to adjust their side mirror and if they were lucky enough to have a passenger side mirror, they would either try to adjust it before the trip or ask a passenger to do it. Another skill was reaching far enough across and around to open all of the windows on a hot day or quickly winding them all up when they were down and it started raining. They also had to reach across to unlock the passenger door to let someone in, back in the days when the central locking unit was also the driver of the vehicle.

Then there was routine maintenance. The basic level was the weekly oil and water fluid checks and the more mechanically minded progressed on to doing a grease and oil change, maybe rotating their tyres and even setting the points gap. Of course, at this level they could also gap their plugs and even use a timing light to do a tune up. Batteries also needed maintenance with regular checks of each cell and topping them up with distilled water as required. Punctures in tyre tubes could be fixed with vulcanising patches.



## Stories From the Shed Forgotten Skills



Roadside repair skills included removing and refitting hubcaps, using a screwdriver on the starter motor to start the car, maybe freeing up gear linkages that had bound up and pumping up a low tyre with a foot pump. Simply driving on conventional tyres was another skill, as was driving on tram lines with those pizza cutter width tyres.

Sensory skills were necessary too, and every sense was involved. With the lack of instrumentation, they needed to smell when the car was getting hot. A good driver could also hear when the oil was getting low. There was a distinct touch skill to applying maximum braking without locking any wheels up so they could still steer and not just skid in a straight line.

Another touch skill, when wearing shorts on a hot day, was to sit down without scalding their legs on the piping hot vinyl seats.

Advanced visual skills were needed to spot speedometer tapes on the road quickly enough to get down to the speed limit before crossing them. Another visual driving skill was using vent windows and a handy rag to keep the windscreen demisted.

A deft touch of the right foot was essential to accelerate uphill in the rain while maintaining enough vacuum to allow those awful vacuum wipers to sweep occasionally.

Another skill was turning the wipers on and off for one sweep only, as the original version of intermittent wipers was the driver.

Taste was involved with the traditional family picnic (not correct without the car blanket and a wicker basket) and also as a reward after drivers mastered the skill of driving a manual in traffic without spilling the freshly opened can of beer they had between their legs. I know, it just isn't done today but once upon a time it was quite commonplace.

Some other skills were using a manual choke, being able to release an under-dash handbrake with a non-inertia reel seatbelt on, using the foot operated dip switch to turn the high beam off while changing gear, and using the CB radio lingo to find out where the coppers were hiding. That's a big 10-4 good buddy, come back.

How about advanced hand brake turn cornering skills and also mentally converting the reading on MPH speedos because the posted speed limit was in KPH?

There were a number of directional skills too, from the long-lost art of using hand signals to using the lever operated hand signal on the truck door and all the way through to making sure there was a little extra gap given to the pedestrians when the trafficator was on.

To find their way around drivers had to know how to read a map (Melways, Gregory's, RACV strip maps etc) and to get the best street credibility they had to know how to prepare a fox tail and hang it off the radio aerial.

Of course, to impress the lady sitting right beside them on the bench seat, the young bucks had to be able to change gears without taking their arm from around her.

Other skills were turning the motor off and using angel gear downhill if fuel was low, polishing chrome work and mounting and wiring up driving lights to see at night because the 'Prince of Darkness' factory headlights were so dim. It was a skill to remember to turn headlights off so the driver didn't have to use the skill of roll starting the car or, for the more adventurous, tow starting the car the next day. The other memory trick was turning on the tail light(s) manually with the switch at the back of the car to confirm operation and then remembering to turn that switch off again too.

Once upon a time, to start a car, drivers needed to use a push button start. Then this was replaced by key starting. But now the trend is reverting back to push button start again so the forgotten skill is becoming the current skill and the newer skill that replaced the forgotten skill is in the process of being forgotten itself. Confused? Good, so am I.

Once upon a time, back in the dark distant days before full synchromesh, drivers knew how to 'double clutch' and this was a mandatory driving skill. Not only that, but they could feel when the clutch was slipping and knew they had to adjust it (yes, most of them actually knew how to do that) or possibly replace it soon. They could also do handbrake hill starts without rolling backwards. If they had a 'crash box' they could juggle the pedals in slow traffic to avoid the necessity of going into first.

These days all of those skills seem to be passe and even the basic skill of driving a manual is becoming a lost art. But overall, the biggest changes have been in a driver's required strength. Good arm strength was needed to reverse parallel park a hotted-up car with 7" (or even... gasp...! 8") fats and no power steering, or when they were cracking the wheel nuts while changing their (full sized) spare tyre themselves, or even further back when they had to crank start their car.

To make driving more challenging older cars often didn't even have basic equipment such as a heater, demister, radio, windscreen washers and indicators. Windows, brakes, door locks and steering were unassisted and there were no seatbelts, airbags, ABS, ESC and computers to keep the driver safe or do their thinking and driving for them.

But they still drove those pre-historic death traps at the same or even higher speeds than we drive at today. Partly this was because every other set of lights was a mini-Bathurst starting grid and partly just because they could.

So, when the oldies start waxing lyrical about their 'good old days' and they say everything was better back then, just don't laugh at them. Show some respect.

*Adapted from a piece by The Biscayne Bard - July 2023 edition of The Bow Tie (the Chevrolet Car Club of Victoria newsletter*

# Other Events

Source: [swap-meets\(ozwrenches.com\)](http://swap-meets(ozwrenches.com)) and individual event flyers

- Aug 27 2023** Hamilton Swap Meet Hamilton Showgrounds. VIC contact 0428 289 502
- Aug 28 2023** Avalon Swap & Sell Avalon Raceway, 210 Old Melbourne Rd, Lara VIC 3212
- Aug 28 to 1 Sept** Federation Open Tour from Marong through Kerang, Swan Hill, Echuca and Shepparton. Spend time spend in the recent flood affected areas of northern Victoria and support their rebuilding efforts. Activities planned include museum visits, private tractor and bowser collections, Echuca Beer Shed and Shepparton attractions.
- Sept 10 2023** Shepparton Swap Meet GVMVDC Swap Meet, Shepparton Showgrounds
- Sept 17 2023** Bairnsdale Swap Meet Lakesters Swap Meet, Lucknow Football Oval
- Sept 17 2023** Buloke Show & Shine Birchip Leisure Centre,
- Sept 17 2023** Castlemaine Autoplex Swap Castlemaine Rodders at Castlemaine Autoplex, 35 ETTY St, Castlemaine
- Oct 15 2023** Albury Swap Meet Twin City Swap meet & S & S, Albury Showground
- Oct 21/22 2023** Campbells Creek Antique Fair Campbells Creek Rec Reserve, Friars Rd.
- Oct 22 2023** Colac Swap Meet Colac racecourse (new venue) Contact 0428 394 249 [gandproseevents.com](http://gandproseevents.com)
- Oct 29 2023** HTPAA Antique Hand Tool Market St. Anthony's School Hall, 164 Neerim Rd, Cnr Neerim & Grange Rds, Caulfield East
- Nov 11 & 12** Bendigo National Swap Meet. Entry: Sat only \$15. Sun only \$5. Children 15 and under free. Public: Gates open Sat 6 AM. Sun 7 AM. Sheds open 7 AM. Details [www.bendigowrap.com.au](http://www.bendigowrap.com.au). Site bookings 0427 446 660. General enquiries 0434 730 822. [info@bendigowrap.com.au](mailto:info@bendigowrap.com.au)
- Nov 18-19 2023** Daylesford Collectables fair Daylesford Town Hall
- Nov 26 2023** Maldon Swap Meet Maldon Racecourse Reserve (Vic)
- Dec 3 2023** Llanelly Motorbike Swap Motorcycle only swap meet, Llanelly public hall (near Bendigo)
- Jan 21 2024** Centre State Swap Meet Bendigo Racecourse



**SHEPPARTON SWAP MEET**  
 Sunday Sept 10, 2023

SHEPPARTON SHOWGROUNDS,  
 HIGH ST, SHEPPARTON  
 (MIDLAND HWY A300)

6m x 6m OUTDOOR SITES \$20  
 ENTRY \$5 (Children under 14 free)  
 Gates open at 6.30am for stall holders.  
 General public 7.30am.  
 No alcohol. No camping. No dogs allowed.  
 Lunch and refreshments available.  
 Parts Pick-up service available.

DIRECT DEPOSIT: to BSB 633-000, Acct 1366-25076, Acct name: GVMVDC  
 Reference to be "swap" and your name. Please advise Kris by phone.  
 MAIL: Send stamped self-addressed envelope and booking fee to:  
 Shepparton Swap Meet, P.O. Box 1206, Shepparton, 3632.  
 CHEQUE: Please make cheques payable to G.V.M.V.D.C. Inc.  
 www.gvmvdc.com.au/GVMswp.html

For further information contact:  
 Lloyd or Kristine Healey on 0438-294 351



BULOKE COLLECTABLE VEHICLE CLUB INC

**SHOW N SHINE**

- ◆ Birchip Leisure Centre
- ◆ All Vehicles & Motorcycles!
- ◆ 8am Registrations open!
- ◆ 1:30pm Presentations!

SUNDAY  
 17TH  
 SEPTEMBER  
 2023



SWAP MEET & MARKET: ADULT \$5  
 \$10 PER SITE UNDER 12 FREE

- ★ Vehicle entry inc driver \$10★
- ★ Multiple categories & awards★
- ★ Kids Activities★

All Enquiries PH: 0437846988 or 0427922691  
 - CASH OR EFTPOS PAYMENT AT EVENT -

**Antique Fair**  
**Fryers Rd.**  
**Campbells Ck.**

**October Sat 21 & Sun 22**  
**WE DO NOT STOP FOR RAIN**  
**GATES OPEN TO THE PUBLIC AT 8AM**  
**BOOKINGS ARE REQUIRED**

Friday setup, and free camping  
 STALLS SIZE 10x6 metres  
 Admission \$5 Kids free  
 Campbells Ck. Rec Reserve  
 Fryers Rd. Campbells Ck.  
 All enquiries please **TEXT** Mark  
 Mobile 0414 244 842 **TEXT** is preferred

**COLAC SWAP MEET**  
 Sunday October 22, 2023  
 Colac Racecourse



Sellers @ \$25 from 6.30am  
 Public entry - 8am-1pm - \$5

Enquiries: Graham Rose 0428 394 249

**SWAP MEET**  
**Maldon Vic.**

**SUNDAY NOVEMBER 26**  
**WE DO NOT STOP FOR RAIN**

GATES OPEN TO THE PUBLIC AT 7AM  
 No bookings required  
 Saturday setup  
 STALLS \$25 per 6x6 metre site  
 Admission \$5 Kids free  
 Maldon Racecourse Reserve  
 Cnr Bendigo Rd. & Lewis Rd. Maldon  
 All enquiries please **TEXT** Mark  
 Mobile 0414 244 842 **TEXT** is preferred



# Events Calendar

Updates will be sent by email and posted on Facebook.  
(Please pass on to those without email addresses.)


With both the Flu and Covid in the community, masks are recommended when in close proximity to others.



**Thursday 3 August** **Coffee Run to Curlewis Golf Club** From 10am. 1279 – 1419 Portarlington Rd (about 1km past the high nets of the driving range, if you're coming from Geelong).  
Contact: Col 0425 822 026

**Tuesday 8 August** **Long Distance Rally** Could those going on the long distance rally please be at clubrooms at about 7pm to discuss final arrangements.  
Contact: Sharyn 0417 546 089

**Tuesday 8 August** **General Meeting** 7.30pm in Clubrooms.

**Tuesday 8 August** **Annual Club Auction** (after the General Meeting)   
Come early with those excess items and clear up the shed. 10% of the sale price goes to the Club. (Of course you are very welcome to donate the entire proceeds as well.) But be warned - our auctioneer John just might have you going home with more than you brought/bought! Be ready for a fun night.  
Contact: John 0413 258 302

**Wednesday 9 August** **Dine Out at Buckleys** form 6pm. Contact: Sharyn 0417 546 089

**Sunday 13 August** **Tinker Day. To MG Collection** Note: it is on a Sunday rather than the usual Thursday. Visit is to an excellent and extensive collection of various MG vehicles covering pre war to early 1990s. Meet at the Clubrooms at 10am to visit 25-33 Denbigh St Moolap. As usual bring your lunch and a chair to sit down afterwards.  
Contact David Mitchell 0409 099 716

**Tuesday 15 August** **Committee Meeting** 7.30pm in clubrooms.

**Monday 21 August** **Sept. Backfire Deadline 5pm.** Contact: Jon B 0417 311 441

**Tuesday 22 August** **Tech Night "Horns"** Wind up, rubber bulb, 6 volt, 12 volt, klaxons & "Dukes of Hazard" air horns. Bring your noisemakers along and be prepared for a loud discussion. All welcome. Wear your name badge and get a FREE CHOCOLATE FROG! Be there at 7pm, so we can set up for a 7.30pm start.  
Contact: Peter Telfer 0427 526 938.

**Friday 25 August** **Backfire folding morning** 9am Clubrooms.  
Contact: Peter Telfer 0427 526 938

**Sunday 27 August** **Club Run to the Beac Pub** for lunch and to view a car collection. Also a display of wind mills to look at over the road. Meet at Waurm Ponds parking bay on Princes Hwy about 2km beyond Anglesea turn off. Depart 10 am. Numbers required by 22 August.  
Contact: Ken 0437 254 351

**Thursday 7 September** **Coffee Run to the residence of a Club Legend Frank McKenzie.** Meet at Frank's house at 755 Great Ocean Rd Bellbrae. On the left hand side of the road [Coming from Geelong] the letterbox has a Riley on top!!!! About 2 kms past the Bellbrae roundabout. Follow the driveway down about 250 metres.

**OR** those coming from Geelong can meet at the Clubrooms, ready to leave at 9 45 am.

The Club will supply coffee/hot chocolate pod appliances with pods and milk. Sausages, bread and sauce available for a BBQ lunch cooked on a fire. [bring marshmallows if you want or chocolate and bananas wrapped in foil etc]. Don't forget to bring your cakes or bikkies. Come and sit around the fire and chat about stuff!!! Don't forget a chair and some sunscreen or wear your new Club sun hat!!! We will need numbers to assist with catering. A list will be available at the next meeting or contact me before 5 September.  
Contact: Col 0425 822 026

## The Way It Was

(taken from the 21st anniversary Backfire - March 1988)

"A very serious evening of pool and billiards was played before we adjourned to the Dixon's Motel suite. Much laughter and noise was still evident and the door still locked - entry to the suite was made horizontally, through the breakfast shute - much to the surprise of the occupants,"  
- Spring Tour, November 1978

Four foot of water over the road. So into the cars and off to Cowes via Ballarat at approx. 11.45am. The speedo showed 213 miles from Geelong."  
- Cowes 8-day Rally. October 1983

# RALLIES & RUNS

## Tinker Day to Bells Beach Brewing & Ocean Mist

Some 18 members, driving a good array of club cars braved a cold and windy Tinker Day to venture down to the Bells Beach Brewing Company site in Baines Crescent Torquay on 20 July. We were treated to an informative tour, a couple of lovely warm heaters and a chance to sample the wares. (I can vouch for the XPA and the brown ale!)

Co-owner, Adam, outlined how two design engineers at Fords (David Mitchell was actually their boss at one stage) nurtured a dream that turned a passion for home brewing into a very successful business and lifestyle change.



In July 2013 in Jan Juc, Adam and partner Johnno hit upon an idea. *"One fateful night in the Birdrock, we were contemplating how fortunate we were to live in such an awesome place, but having lived in places with a strong brewing tradition we missed good beer. As engineers, we're born to fix problems –so the idea of Bells Beach Brewing was formed."*

The first years were filled with long days in their Ford jobs, followed by even longer nights and weekends, setting up the fledgling company. Learning the business, brewing different recipes, protecting their brand via

an ABN, business name and, in 2015, a trademark. Somewhere along the journey the pair put their hands up for a Ford redundancy package, invested the cash in the brewery and cutting the lifeline. And all the while, trying to balance family, work and friends.

They brewed their first commercial beer, "Southside Saison" in November 2015. This was followed by other brews and was sold at local beer festivals and markets, including the Geelong Beer Festival. Bomboras Bar in Torquay was an important early outlet and in August 2017 their original beer "Southside Saison" won silver at the Australian Craft Beer Awards.

### Go Big or Go Home

Hard work, networking and marketing a product that was based on consistency and solid systems were yielding positive results, so in May 2018 the partners took another



big step and secured their own premises in Torquay. *"After an insanely busy 6 months, the Brewery and Venue open in Torquay. With builders dust still everywhere, the venue opened on 8<sup>th</sup> December 2018. 1<sup>st</sup> brew went in tank on Christmas Eve."*

Then, just as the business was expanding, COVID hit. Times were tough but a loyal clientele, a focus on takeaways and some contract brewing for others got them through. They opened a second bar in the Geelong CBD, expanded their Torquay premises and invested in more equipment.



# RALLIES & RUNS

## Tinker Day to Bells Beach Brewing & Ocean Mist

"Splitting the brewing and packaging doubles capacity and makes life much easier. Lots of work optimising the new setup but it looks awesome and is a game changer."

By the summer of 2022/23 they were back at capacity. "The masses have come, everything and everyone is busy. Whatever tank space we've got we sell to contract brewers so we're at full capacity again."

The brewery sells an impressive range of tasty beverages. Its story shows how the synergies of passion and skills, place, hard work and timing can come together to ride the wave of popularity that is craft brewing and come out on top. Those who attended were treated to a fascinating morning.



### Ocean Mist

Part Two of the outing saw members and their vehicles continue on to brave the cold, wet and windy conditions and visit Ocean Mist Aged Care. The staff and residents showed plenty of interest in the wide variety of vehicles with plenty of comments like: "I used to have a car like that". As you would expect, our members were more than happy to talk about their pride and joy.

Afterwards they looked after us with a welcome hot cuppa and refreshments.

- Ed & David Mitchell



# RALLIES & RUNS

## Club Run to Aireys Inlet

Ken and Jenny Parry's efforts arranging our club run to the Aireys Inlet Pub on Sunday 23 July were well-appreciated by the 33 members who took part. A quick survey of the skies in the Waurn Ponds Hotel carpark revealed patches of blue sky among the grey, and we clung to that hope as we set off.

The 80 kph limit that now applies to much of the route - one of the myriad "traffic calming" measures inflicted on the Anglesea Road in recent years - meant that Harold was able to take his Dodge without much impact on the steady snaking trail of cars heading towards the sea. Others drove a varied assortment of classics and moderns, enjoying the leisurely 40 minutes or so it took to reach Aireys Inlet.

The Aireys Pub opened in 1904, decades before construction of the Great Ocean Road. The pub is a local institution, having been rebuilt after its destruction in the 1983 Ash Wednesday fires that ravaged the town. Within a week of the fires a makeshift bar was up and running in the back shed, pouring beers and protecting the licence.

In 2011 the pub closed its doors and the site was put on the market. Not wanting to lose the facility, some locals banded together and bought it. To free themselves from the control of the big breweries, they put in their own brewery.

The pub reflects its community, with an emphasis on local and sustainable.

Our group reached its destination in good time, avoiding most of the showers, and were ushered into a space just outside the Salt brew house, in the pub. Tables and chairs were added to accommodate the group, which settled happily into ordering drinks and perusing the menu.

The raffle winners were new member Keith Burns and Julie Bennett. (Ken was giving John Bailey a ticket but John gave Ken some cheek, so he passed that ticket to Maurice. Ken then relented and gave John another ticket. That ticket was a winner, but John's partner, Julie, claimed the prize as they were driving her car. John and brother in law Maurice shared a hanky to dry their eyes on the way home.)

After a good natter, a filling meal and a local ale, people took their leave in their own time, and made their way back to Geelong and a warm home.

Club cars participating:

Pauline & Harold Newtown	1924 Dodge
Pam & Gus Shea	Volvo S90 Royal
Lyn & Col Jordan	Ford Probe
Marg & Dick Safstrom	Merc 300E
Pam & Fred Dosser	1954 Packard
Lil & Manni Vella	VE Valiant
Jenny & Ken Parry	XP Falcon
Glenda & Jon Breedveld	Merc 190E



# RALLIES & RUNS

## Club Run to Aireys Inlet (Ctd)



The Pub after Ash Wednesday.  
Photo: Keith Cecil family collection.



The Pub now

## The Right Answer

You are driving down the road in your Corvette on a wild, stormy night, when you pass by a bus stop and you see three people waiting for the bus:

1. An old lady who looks as if she is about to die.
2. An old friend who once saved your life.
3. The perfect partner you have been dreaming about.



Which one would you choose to offer a ride to, knowing that there could only be one passenger in your Corvette?

Think before you continue reading. This is a moral/ethical dilemma that was once actually used as part of a job application.

You could pick up the old lady, because she is going to die, and thus you should save her first.

Or you could take the old friend because he once saved your life, and this would be the perfect chance to pay him back.

However, you may never be able to find your perfect mate again.

YOU WON'T BELIEVE THIS.....

The candidate who was hired (out of 200 applicants) had no trouble coming up with his answer.

He simply answered: 'I would give the car keys to my old friend and let him take the lady to the hospital. I would stay behind and wait for the bus with the partner of my dreams.'

Sometimes, we gain more if we are able to give up our stubborn thought limitations.

Never forget to 'Think Outside of the Box.'

HOWEVER. .... The correct answer is to run the old lady over and put her out of her misery, make mad passionate love to the perfect partner on the hood of the car, then drive off with the old friend for a few beers.

God, I just love happy endings.

July 2023 edition of *The Bow Tie*  
(the Chevrolet Car Club of Victoria newsletter)

# The Economic Value of the Historic & Classic Motoring Industry in Australia

Continued from Pp 5.

## An outline of the project plan.

The *desk-top research is complete*. We looked at overseas experience and we explored enthusiasts' expenditure on insurance, fuel, tyres, repairs, motor sport and so on.

We chose the Hero-ERA study in the UK as our template. We have also chosen the **Mercurius Group**, a widely respected independent consultant, to collect and analyse the data and produce the report, *which will take around 3 months to complete*. We will tap the members of the motoring clubs in Australia to provide data. We will also tap our extensive AMHF library, ABS data and industry data.

## For Whom? What will we do with it?

**Politicians and other decision makers** will take notice of this report when we present it.

**Regulators** at national, state and local level will see that *matter*. There are about 500,000 members of motoring clubs around Australia and many other motoring enthusiasts who are passionate about Australia's motoring heritage. The vehicles which we own and care for range from the very humble family sedan to the most expensive sports cars.

**Our strategic partners** and all our other **commercial supporters** will want to use it too.



## Who will pay for this study?

All of this will inevitably cost money. Some strategic partners *have already committed funding*. The potential market is *huge* so we expect that other commercial organisations will also be interested in investing in the study. In so doing, they will help *preserve the movement* which you love.

## We have raised the money to do the work

The peak bodies for the clubs in NSW, Victoria and Queensland, together with individual clubs and commercial sponsors, have provided us with the funds we need to complete the project.

Now we need you, the club members, to complete our survey.

Then we can aim to give a new generation of Australians the option to share our passion in their own, individual way.

Please go to our website at: [www.motorheritage.org.au](http://www.motorheritage.org.au) for further information or to make your contribution.



- passed on by our webmaster Gus, from his Tasmanian car club contacts



Graeme Anderson has sent in this photo of a 1909 Adams, as built for a customer in New South Wales.



Contributed by Tony Brincat.

## FOR SALES, WANTED & CLUES

### For Sale

#### For Sale 1989 Mercedes 300 E

Reg. 1WS 7ST (expires 20 Sept 23). 6-cyl auto. Approx. 360,000 kms. Excellent body. Mechanically VG. Interior needs some work. \$2,500 neg. Call Graeme: 0427 615 242.



8/23

#### For Sale VP Commodore sedan.

Reg FAZ 201 180,400km. On LPG. Rust around rear window and boot. \$500. Call Vlad 5248 5759. 7/23



Free to a good home. Motor bike wheel alignment tool. (Details May Backfire page 12.) Call Lindsay 0419 350 106. 6/23



### Clues



We have an **A van A-liner camper trailer for sale** and are looking to trade up to a **2-person motor home**, so if you hear of a buyer or seller for either, please call Jon 0417 311 441. 8/23



## FOR SALES, WANTED & CLUES

### For Sale

**For Sale 1988 Mercedes 190 E** Reg TTL 455. 4-cyl auto. 104,000kms. Dark grey with black interior. Excellent body, interior and mechanicals. Always shedded & well maintained. Sold with RWC. Includes spare beige leather back seat, headrests, indicator lenses, head gasket kit and 4 alloy rims \$9,500. Call Jon 0417 311 441. 8/23



### Wanted

**Wanted. 6 volt klaxon horn** for 1928 Chev truck. Call Graham 0409 241 558 7/23

**Wanted. 2 lock nuts** for 1938 Morris 8 side curtains. Call Jon 0417 311 441. 7/23



### Clues

**Clues. 1995 Ford Fairlane Ghia** White, velour trim, registered, 6 cyl auto, 216,746kms. One lady owner from new with full service details and hand-books. Call Harold 0408 553 466 for details. 6/23

For sale/wanted ads are free to Members and generally appear for **two issues** of *Backfire*. To remove advertisements from the newsletter earlier, email [editor@wdhvcgeelong.com](mailto:editor@wdhvcgeelong.com) (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/wdsale.html>

**All ads remain on the website until you request their removal.** To remove an ad from the website, email [webmaster@wdhvcgeelong.com](mailto:webmaster@wdhvcgeelong.com) (Ph 0418 587 415).

**KEEP IT IN THE CLUB**  
**Got a vehicle for sale?**  
**Please consider advertising it in**  
***Backfire* first, to give your fellow**  
**members the first option of buying.**

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 undeliverable return to:

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Backfire

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1968-69 HK Holden Monaro

**August 2023** at a glance (details Page 9)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
23 <b>EXTREME WEATHER</b> (including Total Fire Bans) A club event may be cancelled on extreme weather days. If an extreme weather day is predicted members should either: check the club website; check their emails; or contact the event organiser.	24	25	26	27	28	29
30	31 July	<b>1</b>	<b>2</b>	<b>3</b> Coffee Run. 10am Curlewis Golf Club 	<b>4</b>	<b>5</b>
<b>6</b> Swap	<b>7</b>  AUCTION	<b>8</b> LDR Info 7pm General Meeting 7.30pm Auction after	<b>9</b> Dine Out Buckleys	<b>10</b>	<b>11</b>	<b>12</b>
<b>13</b> Tinker Day to MG Collection	<b>14</b>	<b>15</b> Committee Meeting	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>
<b>20</b>	<b>21</b> Backfire Deadline	<b>22</b> 7pm Tech Night "Horns"	<b>23</b>	<b>24</b>	<b>25</b> Backfire Folding Morning	<b>26</b>
<b>27</b> Beeac Pub Run. Leave 10am Wauron Ponds parking bay, Princes Hwy	<b>28</b>	<b>29</b>	<b>30</b>	<b>31</b> 	1 Sept	<b>7 Sept</b> Coffee Run. 10am Frank McKenzie's or 9.45 Clubrooms 