



BACKFIRE

Volume 59 No 5 September 2025

PO Box 200 Newcomb VIC 3219.

Clubroom: Showgrounds, 79 Breakwater Rd East Geelong.

Club meetings: 7.30pm 2nd Tues each month.



Col Jordan's 1978 Ford Transit Van

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



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



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HONORARY OFFICE BEARERS AND COMMITTEE - 2025/2026

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Backfire Folding & Posting	Peter Telfer	0427 526 938
Club Photo Maintenance	Dallas Jones	0432 172 171
Librarian	Phill Abbott (Doreen)	0439 965 210
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RGAPS Council Representative	vacant	
Life Members	Ken Batson Fred Harris Judith Matthews	
	Max McKenzie Trevor Schneider Max Tucker	
	Ray van Galen	
Club Member of the Year	Jon Breedveld	
Eric Baker Memorial Award	Max McKenzie	



CONTENTS

Honorary Office Bearers and Committee - 2025/2026	2
Contents & President's Piece	3
General Meeting Minutes	4
Meeting Minutes (ctd) & August Feature Car (2022 MG-4 Electric)	5
August Feature Car (ctd) & Club Calendar	6
Mystery Make & Tech Night ("Instruments")	7
Seals	8
Events Calendar	9
Rallies & Runs (Tinker Day)	10
Rallies & Runs (Tinker Day ctd)	11
Stories from the Shed (Garage Girls)	12
Rallies & Runs (Clyde Park)	13
Remember When & Vale John Whiting	14
For Sales, Wanted & Clues	15
Events Calendar (summary)	16

The President's Piece - notes from a big country

Greetings to All,

Another month has passed, and the club continues to offer a range of opportunities for your involvement. What a wonderful evening we had with the 'Garage Girls! Big thanks to David for the amazing amount of preparation done to make this show possible. Thanks to Pam and team for providing a delicious supper to complete the evening.

Thanks to Merv Giddings and Gary Wallace for taking on the Tinker Days. Their first event was a big success at the Queenscliff Steam Train Station. Please watch out for the next Tinker Day in September.

Another enjoyable Coffee Run was to Clyde Park: a spectacular view to enjoy.

To all those who are going on the Maryborough Run, we wish you happy motoring.

Thanks to Peter Telfer for another Tech Night, which continues to be well supported. Good luck with your new knees Peter.

Work on extensive kitchen renovations are now underway. There is a small team from the committee to start with a working bee: lots of old hoarded material to be disposed of.

Happy motoring

Thanks,

John.



- contributed by Tony Brincat

GENERAL MEETING MINUTES

Minutes of General Meeting No 649 of the Western District Historic Vehicle Club Inc.
Held at the clubrooms on Tuesday 12 August 2025

Presiding

Meeting Number 649 opened by John Bailey at 7:30pm.

Apologies: Rocco Barbaro, Brian Edwards, Ross Ardiri, Alan Tipper, Riley Harman, Trever Schneider, Tiny Stonehouse, Rod and Lorraine Roach, Frank McKenzie, Graeme Anderson, James Park, Libby Booley, Jennie Green, Robert Clark, Gordon Field, David Perkins, Tony Brincat, Helen Graham

Moved: Col Jordan

Seconded: Ray van Galen Carried

Sick List:

Brian Edward, Ross Ardiri

Bereavements:

None

Minutes

That the minutes of the July general meeting as published in the Backfire be confirmed as a correct record.

Moved: Roger Sykes

Seconded: Ken Parry Carried

Correspondence (Fred)

Inward

Letters In

- Vauxhall Car Club-invitation to attend their national rally in Maryborough in 2026

Emails In

- Ocean Mist – would like another visit from our car club due to the previous visit being a most memorable activity.

Outward

Letters Out

- Welcome letters sent to Riley & Monique Harman, Jeff & Nicole Alcock, Brendan & Melissa Walsh after being approved at the last Committee meeting
- Vic Roads – informing them that Adrian Van Der Lee is a current financial member of the WDHVC

Emails Out

- Federation – informing them that our club does not want to be involved in running the Bendigo Swap

Moved: David Mitchell

Seconded: Simon Anderson Carried

Treasurer's Report (Maurice)

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

Moved: M Healy

Seconded: Simon Anderson Carried

Program Director (John)

No report

Library (Phill)

We have received five workshop manuals donated by David Mitchell: they will be on the shelves soon.

Dine Out (Sharyn)

August- Breakwater Hotel

Editor (Jon)

Jon thanked the members for supplying memorabilia for the upcoming club history.

Website (Damien)

Nil

Federation Report (David P)

Nil

Coffee Run (Col)

The last coffee run to Clyde Park: 38 members; four of them were new members. 18 club cars. The raffle winners were Ken Parry, Coral Nicholson and Dick Safstrom.

Next coffee run will be in the Backfire

Tinker Day (Merv)

Queenscliff railway station. Come and see the old train. Leaving club rooms at 10am 14 August.

- **Committee Report (Simon)**
3 new members accepted by the committee
- The committee thanked Merv & Gary for taking on the Tinker Days
- Committee is considering costings for kitchen upgrades

Merchandise (David M)

The new mugs are now available for \$16
- see David

Vehicle Permits (Gus)

- four new cars going onto red plates and two transferring from other clubs

Tech Night (Peter)

Next Tech night will be run by Ray and Adrian on books with motoring connections

Rally Reports/Events (Ken)

- Ken is doing a club run to Winchelsea Hotel for lunch at the end of the month, leaving the club rooms at 11am sharp.
- Maryborough run is full: no more vacancies.

GENERAL MEETING MINUTES ctd

Rally Feed Back

- Anne reported on the great success the Ladies day was.

Long Distance Rally (Lyn Jordan)

Nil

Tech Night (Peter)

Swap Meet (David M)

Nil

Kitchen (Pam)

The Christmas dinner is booked in the club rooms for the 29 November: more details to come.

General Business

John Bailey asked "Do we want another Club Calendar?" and it was an outstanding YES.

For Sales, Wanted and Confessions

- Jon is looking for a bottom radiator hose for a Morris 8. If anyone can help, please contact Jon .

Meeting closed at 8.25 pm.

Next meeting to be held at 7.30pm on 9 September 2025 in the clubrooms.

Guest Speakers

John Bailey introduced the guest speakers Chris Hibble & John Godden from the Geelong Steam Preservation Society, based at the Queenscliff railway station. They talked with passion about the Garratt steam locomotive that was built in Victoria during World War 11. Its home now is in Queenscliff, undergoing total restoration.

- Phill Abbott

OCTOBER MEETING

Note: Due to the Geelong Show making our clubrooms unavailable, the

October general meeting will be held at

7.30pm on Tuesday 21 October.

The October Committee meeting has been cancelled.

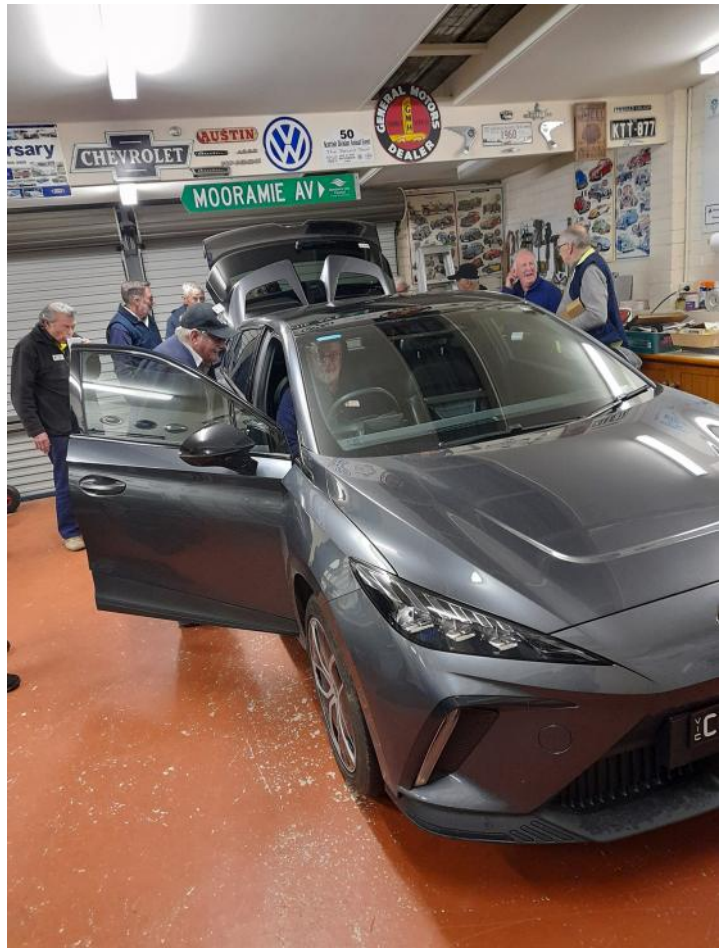
Disabled Parking

A gentle request to leave 3-4 parking spaces on the grass immediately beside the front door, for members who find it harder to get around. Thank you.



August Feature Car 2022 MG4 Electric

David Mitchell provided plenty for members to think about when he brought his 2022 all electric Chinese MG4 SUV along as the August feature vehicle.



Given there has been plenty of interest and more than a little scepticism among motorists with the advent of the electric vehicle, it was a timely insight into an option many members would not have considered.

David has an engineering design background with Ford and bought the MG as a replacement for a conventional Ford Focus. Among the considerations when making the purchase was the price – the car was being offered in 2023 at a 25% reduction after MG imported a large number into Australia and sales were slow. It cost him \$44,000.

Ctd overleaf



Stock Photo

August Feature Car (ctd)

Another criteria was that the batteries would be charged almost exclusively from the solar panel array on his roof. So the power was "free". The car's claimed range was 590km (actual about 520/530kms) but the Mitchells don't use it for trips beyond that range, so it can be charged exclusively at home.

Other factors David took into account included:

- A 10 year warranty (including the battery).
- Comparable insurance costs to a conventional ICE vehicle.
- A two year/40,000 kms service interval

The MG weighs 1760kgs (kerb weight), with the batteries slung low under the floor, giving a low centre of gravity. It seats five, can tow 500kgs and has a cargo area of between 363 and 1165 litres (depending on seat configuration). With its 180Kw motor and no gear changes, it accelerates quickly (0-100 in 6.5 secs). Wife Libby, who David says was not previously concerned about speed or acceleration, was heard to comment:

"It goes alright, doesn't it!"

David said the recommendation was that the car be maintained at between 20% and 80% of its charge capacity, but this didn't cause his family any difficulty. They have travelled some 20,000 trouble free kms during the past two years (apart from a couple of run-ins with the local kangaroos (- is the car too quiet??) and are obviously happy with the way it performs for them.

Judging by the questions and the keen interest shown in the car in the garage, the electric MG has provoked some thought among members.

- Ed

More information:

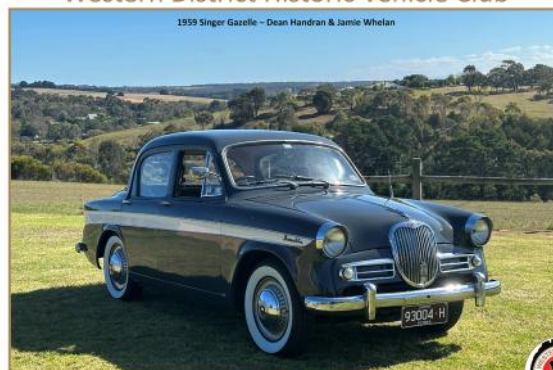
[MG MG4 Electric 77 kWh \(2023-2025\) price and specifications - EV Database](#)

[MG 4 EV Extended Range Trophy Specs, Range, Comparisons](#)



Photos for the Club Calendar

Western District Historic Vehicle Club



2025

After strong support from members, your committee will produce a 2026 Club Calendar, featuring members' vehicles. So, if you have a good photo of your car/motorbike/tractor/truck that you would like to submit for consideration, please email it to me by the **deadline of Friday 31 October** at editor@wdhvcgeelong.com. I can also scan printed photos if you'd like to get those to me (call 0417 311 441 to arrange). Vehicles featured in 2025 will be excluded but unused photos submitted in 2025 will be included in the mix.

Electronic files need to be of at least 3-5 Mgb in size. Any smart phone set to take standard or high quality photos will be fine. Also think about the lighting and an attractive background if you are taking a photo. No deep shadows, lamp posts, fences, people, houses or other vehicles in the background.



**Good light. Clean attractive background.
Interesting angle - low down or above (using a small step ladder or "selfie stick" can work).**



**Bad light. Glare. Shadows.
Distracting, ugly setting and background.**

Like last year, a random ballot will be held to select the 13 featured vehicles (only one selection per owner).

We hope you take part in this opportunity to showcase some of the magnificent machines in our club and look forward to your entries.

- Jon Breedveld (for the Committee)

Mystery Make

Last month I asked if anyone knew the make of this 1920s soft top that Adrian Van Der Lee spotted it in the suburbs.

I had a couple of responses.

Terry Fraser emailed me with the following:

Here's my guess on Adrian's sighting of the old soft top.
(PS I had a bit of AI assistance!)

The car in the image is a De Dion-Bouton Torpédo, likely from the early 20th century, specifically a model like the 1912 De Dion-Bouton Type DG 8HP Torpédo or a similar model from the 1920s such as the 1923 De Dion Bouton IW Torpédo.

De Dion-Bouton was a French company that was a pioneer in the early automotive industry. The "Torpédo" body style was a popular design for open-top cars in the early 20th century, characterized by a streamlined shape and often two-seater configurations.

De Dion-Bouton was known for its innovative engineering, including early V8 engines and advancements in engine technology like the OHV engine and aluminium pistons in models like the IW Torpédo.

The company produced a variety of vehicles, including passenger cars, taxis, and utility vehicles, and was a major player in the automotive industry at the turn of the 20th century

That sounded pretty authoritative and comprehensive. Case closed?

Then I had a call from club member Kevin Wilby, followed by an email. Here's what Kevin said:

WDHVC - mystery car - as discussed it is a 1923 Itala Tipo 51. It is my car, being driven by our son Ben and his wife Beck.

Regards Kevin Wilby.

P.S. Damage to the engine has been repaired by Engineworx



What are the chances: one member spots another member's car on a local road and doesn't recognise it?

To be fair to Adrian (and Terry), it is a rare car, snapped at a distance, in moving traffic. (Here's Adrian's original, uncropped image for perspective.)

Also, the last we heard about it, the Itala was laid up with a blown engine.

Good to solve the mystery and good to learn that the car is back on the road.

My thanks to Adrian, Terry and Kevin.

- Ed



Tech Night 22 July - "Instruments"

The heated garage hosted 16 members for the July Tech Night, to discuss the topic of "Instruments".



Photos: Adrian Van Der Lee

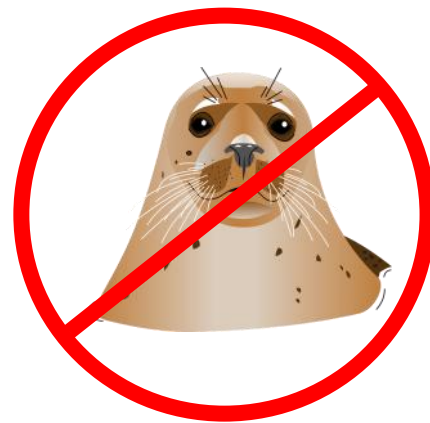
Seals

This article is based on my experience repairing washing machines. The main seals must be watertight to prevent water from entering the washing machine gearbox and contaminating oil, bearings and gears. Except for the water pump, the seals on a car's gearbox, differential and wheel bearings do not have to operate under these extreme conditions, unlike those in washing machines. One exception is the crazy owners of 4WD vehicles who try to drown their cars. Boat trailer wheel-bearing seals are subject to these extreme conditions too.

Before driving into water, car gearboxes are hot. They cool down when they contact the water. This creates a negative pressure inside the gearbox, increasing the pressure of water entering the gearbox. Some gearboxes and differentials may have vents to reduce this. The primary cause of bearing failure is the entry of water and dirt.

There are two types of seals.

- **Gland seals or pump seals.** These feature a spring-loaded, hard-rubber ring that presses against a ceramic or stainless steel face. Since the sealing face is perpendicular to the rotation, wear of the supporting bearing does not degrade the seal.
- **Lip seals or oil seals.** These have the main lip seal held onto the shaft by a stainless steel spring. They also have a minor secondary seal. Size is often displayed on the seal. A '25.32.7' seal has an inside diameter (ID) of 25mm, an outside diameter of 32mm, and a width of 7mm. They are cheaper and require less space. They have the disadvantage that when the support bearing wears, the seal becomes less effective.



Australian washing machines made in the 1980s (Hoover and Simpson) used gland seals. At the end of the production cycle, they switched to oil seals to reduce production costs. They did not last anywhere as long. Many of these seals were replaced with the original gland seals when the repairer reconditioned the washing machines. The design allowed for this.

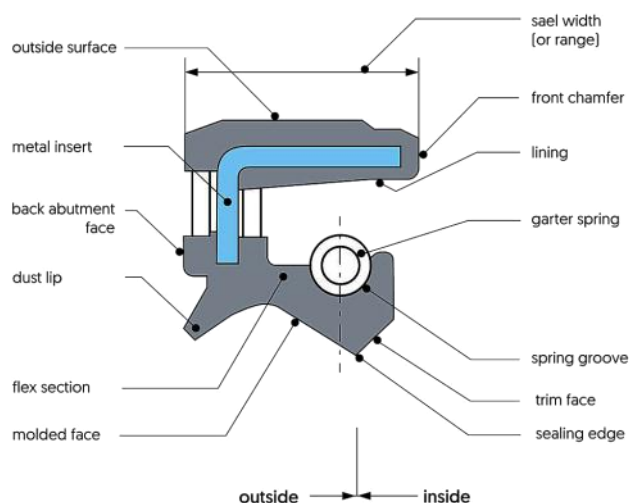
Both Hoover and Simpson redesigned their washing machines to follow the design of the Asian machine. They run the motor in both forward and reverse for the agitation. They used oil seals on stainless steel shafts.

I have found oil seals on stainless steel would wear grooves into the surface of the stainless steel. It is unusual as stainless steel is very hard to drill or machine. I think grit on the seal makes it wear. Concrete workers and other workers in dusty and dirty environments wear out their washing machines much more quickly. To ensure your washing machine lasts, wash clean clothes!

On front-loading washing machines, the drum shaft has a brass bush for the oil seal to fit onto and seal against. I have found that the softer metal did not have grooves worn onto it. They also used aluminium (cheaper), and it was also good. I found a front-load washing machine that uses a hard chrome-plated steel shaft as the sealing surface. The chrome plating was hopeless as the steel corroded and the chrome flaked off.

Repairs to shafts that have grooves worn into them by the oil seal.

Redi-sleeves have ultra-thin sleeves that fit over the grooves. They have the advantage that the same size oil seal can be replaced. However, they are far too expensive for washing machine repairs. I fitted an aluminium bush using epoxy glue over the shaft and fitted an oil seal with a slightly larger bore. These were made from aluminium tubing or solid rods on a lathe, and some were also made using bronze bush bearings from bearing suppliers.



Bottom seal failure in washing machine gearboxes.

The agitator seal has to keep water out of the gearbox. Water leaks into the gearbox through the agitator shaft seal when it wears. The water sinks to the bottom of the gearbox. The water rusts the steel shaft and damages the bottom seal of the shaft. **Repair:** turn the rusty part down on the lathe and rebuild the shaft using a bronze welding rod. Then turn the shaft back to the original diameter on the lathe. I did this once but had to use an aluminium bush and epoxy glue it to the shaft as I do not have an oxy acetylene set.

I hope this gives you some idea of cheaper seal repairs.

- Lindsay Alford

Events Calendar

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

Friday 29 August

Backfire folding morning 9am Clubrooms.

Contact: Peter Telfer 0427 526 938

Sunday 31 August

Club Run to the Barwon Hotel (the "bottom pub" in Winchelsea. **Leaving the clubrooms at 11am.** For those going directly to Winchelsea, meet outside the pub at about 11.45am.

Contact Ken 0437 254 351

Thursday 4 September

Coffee Run at the Cockatoo Café, 3/33 Central Boulevardde Armstrong Creek. Meet at Clubrooms and leave at 9.45am or meet at the venue at 10am.

Enter Central Boulevardde at the traffic lights on Barwon Heads Rd. Turn left into shopping complex carpark with the Aldi Sign, then turn left at the 1st or 2nd road and find a park somewhere. For those with a Disabled sticker there are eight parks near the Woollies/Cockatoo Cafe entrance that may be available. Cockatoo Café is opposite the Woollies entrance. *Contact: Col 0425 822 026.*

Tuesday 9 September -

Long Distance Rally meeting 7pm in Clubrooms for attendees.

Contact: Lyn 0425 822 025

Tuesday 9 September

General Meeting at 7.30pm.

Wednesday 10 September Dine Out 6pm Norlane Hotel .

Contact: Sharyn 0417 546 089

Thurs 11 Sept – Sat 13 Sept.

3 Day Maryborough Run.

Details: contact Ken 0437 254 351

Saturday 13 September

MG Museum private viewing. Curtis St Belmont. Members are invited to join members of the MG and Singer Car Clubs to this viewing of the Abikhair MG collection in its new home. If you would like to go, please

contact Graeme Martin 0418 579 662 or sccagm@proton.me

Saturday 13 September

Winchelsea RSL Display. Military and other vehicles required for a display to celebrate the 100th anniversary of the Winchelsea RSL. Meet at the Princes Highway truck stop at Waurin Ponds, for a 9.30am departure. Display to be held at the Winchelsea football ground from 10am to 2pm.

Contact: Fred Harris 0417 306 177

Tuesday 16 September

Committee Meeting 7.30pm in clubrooms.

Wednesday 17 Sept.

Tesselaar Tulip Festival Bus leaves the clubrooms at 8.30am. Open to all members, male and female. You are welcome to bring non club members but they will not be subsidised for the bus by the club. The cost of the bus will be determined by how many we have going. Festival entry is \$22.50 and I need final money at the September meeting. This should be a lovely day there are plenty food trucks at the site or you can bring your own lunch.

Contact: Sharyn 0417 546 089

Thursday 18 September

Tinker Day. Geelong Gaol/Jail, Myers St. Go to jail. Do not pass Go. Do not collect \$200. Because you are just visiting! Leave from the clubrooms at 10am. Jail open 10.30am-3pm for those heading straight there. . \$15/head entry. Parking (metered) may be a challenge in this busy area. Please leave the six parks inside the main gate for our less mobile members. BYO chair, drink and lunch. Lunch in the botanic gardens.

Contact Merv 0417 878 724 or Gary 0408 524 673

Monday 22 September

Oct. Backfire Deadline 5pm.

Contact: Jon B 0417 311 441

Tuesday 23 September

Tech Night "Generators, Alternators, Starter motors, batteries" - and all related stuff. I would like to hear from members who have converted their electrical systems from 6V to 12V, how they did it, and any issues they encountered. Members & visitors welcome. Be there about 7pm, to set up for a 7.30pm start. Wear your name badge for a FREE CHOCOLATE FROG.

Contact: Lindsay Alford 0419 350 106

Friday 26 September

Backfire folding morning 9am Clubrooms.

Contact: Peter Telfer 0427 526 938

Thursday 2 October

Coffee Run. A visit to Arcare Aged Care, 80 Willis St Portarlington. Meet at the Clubrooms for a 9.30am departure. Otherwise meet at Port at 10am.

Morning tea provided for those attending, including tea, coffee, hot chocolate and milk shakes. Awesome!!!! Special dietary requirements can be catered for if you let me know. Hopefully good weather will prevail and a great day for us and the residents will be had!!! Cheers from the Coffee Co-ordinator.

Contact: Col 0425 822 026

6 to 14 October

Long Distance Rally Exploring the Gippsland area. Ten couples have indicated their interest in participating in the adventure.

Contact Lyn: 0425 822 025

Tuesday 14 October

General Meeting now Tuesday 21 October 7.30pm (clubrooms unavailable 14 Oct. due to the Geelong Show). The October committee meeting is cancelled.

RALLIES & RUNS



**Restoring Australian Standard Garratt steam locomotive G33
- Tinker Day 25 August**

We were treated to a “double wammy” of steam power in August.

The guest speakers at the monthly meeting, Chris Hibble and John Godden, from the Geelong Steam Preservation Society, gave those present an overview of the 13 year (so far) project to restore a “light” Garratt steam locomotive. It is the only survivor of 57 Australian-built Garratts, which were urgently manufactured to help move a huge increase in traffic during World War 2 by providing more locomotive power on several narrow gauge government railways in Australia.

Then, two days later, our new Tinker Day co-ordinators, Merv and Gary, arranged an up close visit to the project site in Queenscliff.

The passion shown by Chris and John must have rubbed off on their audience because nearly 50 people showed up at the Bridge Street workshops in Queenscliff on the Thursday! It was a perfect sunny day and the large mechanical pieces stored in and around the sheds were more than enough to interest and entertain us. Three of the 17-strong volunteer brigade who work on the restoration were on hand to guide us around and explain what was being done.



As someone more used to working on Morris Minors, what struck me was the scale of the work. Everything was big and heavy. The wheels, the shafts the connecting rods, the steel plates. From memory the double-engined, double-articulated locomotive was about 92 feet long! So long that one end had been split off and was being worked on in a separate shed, and the coal bunker was outside, leaning against another building.

As well as the Garratt locomotive the site housed all sorts of railways equipment that had been accumulated from far and wide, as it became redundant. This included a turntable, a shunting engine, various carriages, a water tower and a steam-powered crane.



RALLIES & RUNS

Tinker Day 25 August



Project leader Chris Hibble



Inside, the workshop housed all sorts of welding and heavy fabricating equipment. As well as the metal, there was also lots of wood work to restore and remake, so the machines and hand tools needed for this task were also on hand.

We learned that boiler and main mechanicals on the Garratt were in excellent condition – a critical factor in undertaking the restoration. While rusted metal plates and rotten timber could be replaced, the fact that the heart of the loco was in good nick made the project achievable.

After the War, the G33 locomotive was acquired by the Fyansford Cement Works. From 1945 until 1957 it ran on the 5.6km rail line hauling limestone from the quarry to the works. It was replaced by diesel locomotives, but was kept in operational condition as a backup until 1966. The rail system was retired in 1966 when a conveyor was installed to a new crushing plant. The engine boiler had been well maintained, due in part to the availability of spare parts after the war effort locomotives ceased being built.

The engine was donated to the Railway Museum at Newport in 1968, where it was displayed outdoors for the next 45 years. The Geelong Steam Preservation Society (GSPS) began negotiating to acquire it, so that it could be restored to

working condition.

The Garratt was moved to Queenscliff in March 2013.

In recent years, restoration progress has increased in pace as more volunteers

became involved (about 35,000 man hours so far, with about 18 months – two years to go). All work has been carried out by volunteer labour (with the exception of some specialised repair tasks) and with funds donated to its restoration. So far the project has cost about \$160,000, including donations and volunteer labour. It needs another \$60,000 – \$100,000 to complete.

After a good wander around, it was time for lunch. Some headed to the park on the foreshore, others to the bowls club, and a few quietly made their way directly home. An excellent expedition to a very impressive project.

Overview of the Garratt Steam Locomotive

The Garratt articulated locomotive was designed by Herbert William Garratt in 1908. Garratt-designed locomotives were built by a few companies and sold around the world.

In 1939 at the outbreak of World War 2, the Australian Government formed the Commonwealth Land Transport Board (CLTB) to control the country's land transport networks. In 1942, Joseph Ellis of the CLTB recommended that three variations of Garratt locomotive be purchased; heavy, medium and light locomotives. In November 1942, the War Cabinet approved the building of 65 standardised light Garratt locomotives (only 57 were actually built).

Where the Garratts were built

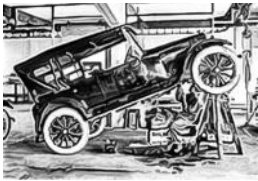
10 - Western Australian, GR's Midland Railway Workshops.

12 - Victorian Railways, Newport Workshops,

13 - South Australian Railways, Islington Railway Workshops,

22 - New South Wales, Clyde Engineering Workshops.

Ctd Page 13



Stories From the Shed

Garage Girls on the Stage

(and tiny Austin Sevens on the floor)



While it wasn't the first time actors had performed on the stage in our clubrooms, the performance of the radio play "Garage Girls" on Saturday 13 August was an unusual event for at least two reasons.

Firstly, it was staged as a joint venture between the WDHVC and the Geelong MG Club, with about 110 members of both groups coming along to enjoy the fun. Secondly, WDHVC members brought three Austin Sevens for display on the clubroom floor, one angled on either side of the stage and the third as a feature at the back of the room.

Our permanent stage backdrop is an image a period garage, including yet another Austin Seven. This all made for a particularly suitable setting, since the main character in the play, Alice Anderson, was renowned among other things for driving an Austin Seven to Alice Springs and back in 1926.

"Garage Girls" has been touring around Victoria and interstate since Covid and provides a theatrical insight into the life of some remarkable women who defied the conventions of 1920s Melbourne. The five actors and the lighting/sound/stage hand support person created a highly polished performance, using the bare minimum of props.

A change of hat and a new expression instantly conveyed the different characters and settings in an energetic 90 minute production that was deceptively simple, believable and most enjoyable.

The play sketched the true story of Alice and her all female garage in Cotham Road, Kew. It covered her epic overland trek to central Australia and back, and quite clearly conveyed the challenges of being a non-conformist.

Afterwards the audience mingled with the actors over a cuppa and a chat – a suitable ending to a great night.



Above: "A change of hat and a new expression"

Below: the cast and John Bailey's wickerwork Austin 7



Congratulations and thanks to David Mitchell and those who supported him for arranging the event.
- Ed



Fred Harris's Austin sat neatly at the back of the room.

RALLIES & RUNS

Coffee Run to Clyde Park - Thurs 7 August 2025

There were about 36 club members at the beautiful venue. Coffee and cake was delicious. Coral Nicholson, Dick Safstrom and Ken Parry won the \$20 raffle prizes.

The Dodge is from a new member who has a lot of cars. He came from NSW

*Photos & text
- Adrian Van Der Lee.*



Restoring the Garratt (from page 11)



The locomotives had some design failures and track limitations in some states, which made them unpopular with rail crews. (One was that the long, articulated (hinged) engines had trouble cornering on some lines.) In WA incidents in the Swan View Tunnel, near Perth, caused serious problems and resulted in deaths, industrial disputes and a Royal Commission. After a poor outcome, the Garratts were withdrawn from service around Australia in the following years.

-Ed

Remember When ...

- from Phill the Librarian



Great Mars Bar Competition

More photos needed

Please sneak in your photo submissions to:

Ray van Galen
Ph 52789 368,
or
email rbvangalen@gmail.com



It's Your Newsletter, so Keep Contributing!

Thank you to those who contributed this month.

More reports are always welcome!

The Editor's job is to edit, not to write.

So send me your contributions. Emailed, hand delivered, posted, by SMS or carrier pigeon! Hand written or typed.

Don't leave it to the faithful few or your editor. If you are at an event, take a photo on your phone or scribble a few notes.

Send them to:

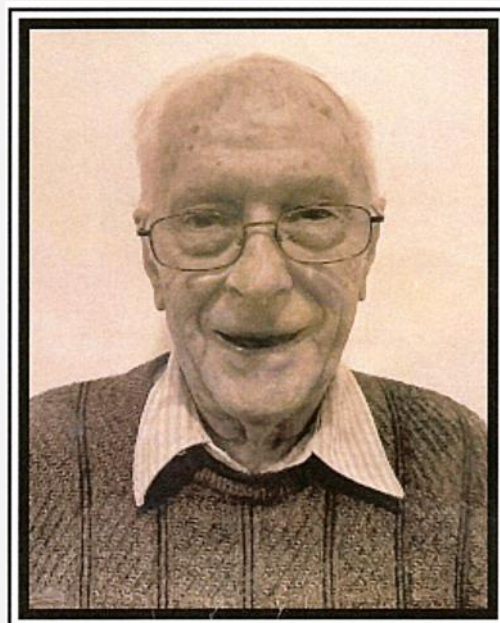
Mob. 0417 311 441 or editor@wdhvcgeelong.com

Thanks

Jon

VALE - JOHN WHITING

17/6/1928 - 12/7/2025



We mourn the passing of John Whiting. John was a founding member of the WDHVC, joining on 16 May 1967, at the public meeting held at the Highton Hall. John was at the first official club rally, held at the property of Mrs Robinson on the Bellarine Peninsular, with his 1926 Austin 12. John was probably the first member to undertake a complete restoration of a club car, for at this rally, on the small airstrip, his Austin was "body off" and John was driving the chassis, sitting on a box.

John also owned a 1972 dark blue MGB-GT and a 1961 Jaguar Mk 11, which he purchased from Barry Collinson.

John was a secondary school metalwork teacher who was very skilled in his trade. He made the Club's Economy Run trophy, featuring a beaten copper image of a man filling a car with petrol. Very time consuming and expertly done.

On many long distance rallies, John and his friend Murray Coster, who had both been widowed, gained a great pleasure from the touring and the company.

He and his wife Margaret once hosted the club Christmas dinner for all members at their home in Highton.

A few years ago, Graeme Pretlove took John to the Anzac Day breakfast at Barwon Heads and John said how very much he enjoyed meeting fellow club members again.

He maintained an interest in reading Backfire and kept it on his bedside table.

John was predeceased by his wife Margaret and daughter Janine. Our thoughts are with his family.

-Judith Matthews & Trevor Schneider

FOR SALES, WANTED & CLUES

For Sale

For Sale. Lathe Single phase. About 4 ft bed & 12-inch swing. Price to be negotiated. Contact Rocco on 0407 040 054 for details. **7/25**



For Sale. 1951 48-215 (FX) Holden. All matching numbers. Re-cored radiator - new water pump. VIN Hm14775. \$20,000 ONO.

1952 48-215 (FX) Holden. Rebuilt engine and gearbox. Reg YW316. \$20,000 ONO

HX HZ Holden bucket seats VGC 2 sets. \$600 ONO pair.

Call Colin 0408 994 324.

08/27

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.

Adverts are free to Members only and generally appear for **two issues** of *Backfire*. To remove advertisements from the newsletter earlier, email 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 [WDHVC For Sales](#)

Ads remain on the website for 3 months unless you request their removal. To remove an ad from the website, email webmaster@wdhvcgeelong.com (Ph 0418 587 415).

**People and cars are very much alike.
Some are right at home racing up hills:
others run smoothly only going downhill.
And when you hear one knocking all the time,
it's a sure sign something is wrong
under the hood.**

FOR SALES, WANTED & CLUES

Clues

Clues. Tools & Model T material. An ex-member, a Model T man, has a range of mechanic's tools and Model T information that may be available for WDHVC members. Call Harold 0408 553 466. **9/25**

Clues. Ford Capri 1991. White. Manual. Low kms.

Clues. Austin A40 4-cyl manual. Fawn color.

Contact: Gus 0400 203 151. **8/25**

Wanted

Wanted. Carby for 1929 Dodge Senior DA. Old original or modern replacement. The car came fitted with a Stromberg UX 3. (Stromberg UX 2 fitted to the car when new?) Wanting to convert to downdraft or pumped system.

Wanted. King pins and bushes for 1951 AC 2 litre. Any notions or ideas welcome.

Call Robert Jenkins 0487 397 119.

9/25

I thought that while I was out for a drive that I would call in at the house where I used to live. Knocked on the door and thought that they might let me in for a look. But no they wouldn't! Gee, parents can be so mean



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.

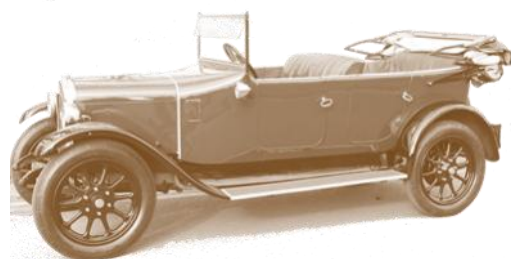
If undeliverable return to:

WDHVC
PO Box 200
Newcomb VIC 3219

Backfire

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September 2025 at a glance (details Page 9)

1924 Austin 12/4

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
24 EXTREME WEATHER (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.	25	26	27	28	29 Backfire Folding Morning	30
31 August Club Run to Barwon Hotel Wsea 11am	1	2	3	4 Coffee Run Cockatoo Cafe 10am	5	6
7	8	9 L/D Rally 7pm General Meeting 7.30pm	10 Dine Out Norlane Hotel 6pm	11 3-day Maryborough Club Run	12	13 MG Museum & RSL Display Wsea
14	15	16 Committee Meeting 7.30pm	17 Tesselaar Tulip Festival. Bus leaves 8.30am Clubrooms	18 Tinker Day Geelong Jail 10am Clubrooms	19	20
21	22 Backfire Deadline	23 Tech Night 7pm "Generators, Alternators etc"	24	25	26 Backfire Folding Morning	27
28	29	30	1 October	2 10am Coffee Run Arcare, Portarlington	3	6-14 Oct Long Distance Rally