

# BACKFIRE

Volume 50 No 7 November 2016

PO Box 200 Newcomb VIC 3219  
[www.wdhvcgeelong.com.au](http://www.wdhvcgeelong.com.au)



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



1956 Lloyd LS Kombi



1940 Austin Bantam



1953-55 Messerschmitt KR 175



1953 Reynonah A175 Roadster Prototype



1958 Citroen 2CV Sahara 4WD



1950 Martin Stationette



1921-25 Rumpler Tropfenwagen



1958 Volvo Duett



1951 Kover



1961 Mazda B360



1936 Datsun 15T



1941 DAF



1959 Romi-Isetta

*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.*

## CONTENTS

HONORARY OFFICE BEARERS AND COMMITTEE - 2016/2017 .....	2
CONTENTS .....	3
PRESIDENT'S REPORT .....	3
GENERAL MEETING MINUTES .....	4
GENERAL MEETING MINUTES ctd .....	5
THE AMERICAN BANTAM & BODY STYLES AND DEFINITIONS.....	6
BODY STYLES AND DEFINITIONS ctd. IF MICROSOFT BUILT CARS .....	7
CALENDAR OF EVENTS .....	8
CALENDAR OF EVENTS ctd .....	9
TINKER DAY REPORTS .....	10
AFFORDABLE BRITISH CLASSICS (Austin A40,A50, A55 CAMBRIDGE .....	11
LONG DISTANCE RALLY REPORT .....	12
LONG DISTANCE RALLY REPORT ctd & MARS BAR COMPETITION .....	13
WORLD'S WORST CARS? .....	14
WDHVC MEMBER PROFILE and SALES, WANTED & CLUES .....	15
CALENDAR .....	16

## PRESIDENT'S REPORT

Hi to all: this is your Captain Speaking!

This month has been busy with meetings. Our 50th Anniversary Committee has met twice this month, and has got things in motion. By the time you are reading this in the *Backfire*, we will have booked the venue and band for our Anniversary Dinner. We will provide further details at our next meeting.

Also, we would like to know what we can do to make sure that you, yes you, will come along and join in the celebrations marking 50 years of your club; a very special milestone. If you have any further suggestions, please put them in writing and hand it to one of the organising committee members. I will ask these members to stand at our next meeting so all can see who they are.

Plans are also in motion for our Christmas Dinner. We need names and \$\$\$ at our next meeting, as it is planned for 10<sup>th</sup> December, which is the Saturday before the December meeting. Remember also the Childrens' Day: details in the *Backfire*.

I will be the speaker at the November Meeting, telling you all about the outback car trek for the Royal Flying Doctor Service.

The bus trip to the Bendigo Swap Meet is taking bookings, there are 9 seats left. The bus will depart the Club Rooms at 6am, with a pick-up also at Corio Village, 6:15am. Time of return will be determined by the participants.

Cheers,

John



President John in 2004. Hasn't aged a bit!

# GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 560 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.  
HELD AT THE CLUBROOMS ON TUESDAY 4<sup>TH</sup> OCTOBER 2016 at 7.30PM

## PRESIDING

President John Bailey opened the meeting and welcomed 100 members and visitors to meeting number 561.

## APOLOGIES

Jim Coates, Brian Edwards, Col Jordan, Bernie & Jean Ellison, Kevin & Julie Wilby, Tim Booley, Tina & Damian Gustini, Raelene Pretlove, Peter & Sandra Boast, Noel Simpson, Glenys Turner, Stephen & Kim Turner, Gwen Tucker, Nigel Lang, Gorbachoff Neeson, Jan & Brain Clissold, Kevin Hunter, Graham Peacock, Paul Strickland.

Moved G. Cameron      Seconded R. Sykes

Carried

## SICK LIST

Linda Parker.

It was noted that sadly Don Campbell had passed away.

## MINUTES

Moved R. Booley      Seconded B. Van Galen that the minutes of the previous general meeting as published in the *Backfire* be confirmed as a correct record.

Carried

## CORRESPONDENCE

### INWARDS

- Heritage Festival Colac – Invitation to attend event on 4<sup>th</sup> & 5<sup>th</sup> Feb. 2017.
- Bendigo Bank – Term Deposit confirmation.
- Bendigo Swap – Booking Site Fee 2017 and 2016 passes.
- Noel Simpson – Appreciating our thoughts on the passing of Trish.
- Email – Cardiac Science – defibrillator battery renewal
- Email – B24 – Werribee invitation to attend restoration.
- Email - Federation – Minutes of August 6th quarterly meeting.
- Email - Costa Aged Care – Car Display Lara.
- Email - Max Action Vehicles – Any interest to contact Secretary.
- Email – Ian Judd – Regarding membership.
- Email – Invoice – Neil Reemus for Webb Site renewal.

### OUTWARDS

- Get Well Card to Linda Parker.
- Sympathy Card to family of Don Campbell.

Moved L. Booley      Seconded R. Sykes

Carried.

## TREASURER

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

Moved M. Healy      Seconded L. Booley

Carried.

## PROGRAM DIRECTOR

For next month President John will talk about his recent rallies and adventures.

## LIBRARY

Gary detailed several interesting books in the library about Jaguars, Rolls Royce and Motoring Stories Australia.

## DINE OUT

Tomorrow night at the Great Western Hotel. 10 (x2) members indicated to attend.

## COMMITTEE REPORT

As per report in *Backfire*

## VEHICLE REPORT

Gus reported No 7 new permits recorded this month with No 2 cars removed.

## SPEAKER

Karl Lorenze spoke about a particular Volvo and its methods of manufacture from the Swedish factory.

## TINKER DAY

Report on successful "Kombi" day last week with the next day on the 20<sup>th</sup> October. Details in *Backfire*.

## GENERAL MEETING MINUTES ctd

### MARS BAR

Car in the photo was a 1925 model `Hannemag`

### TECH NIGHT

Peter Telfer reported on very popular photo night at last meeting.

### CRAFT NIGHT

Cheryl advised the next project is `Christmas Cards` .

### LONG DISTANCE RALLY

Rod Booley reported on a very adventurous recent rally to Oberon, Katoomba and surrounds including a hair raising drive around the famous Bathurst mountain race track and the difficulties encountered with flooded roads. (Never a dull moment on Fred`s rallies.)

### PRESIDENTS RALLY

John advised rally postponed until further notice due to weather.

### RALLY REPORTS

Future rally details as notified in *Backfire*.

Birregurra run this Sunday – Contact Rod.

Geelong Show 16<sup>th</sup> Oct. Max has arranged volunteers for the gates.

Bendigo Swap - John advised the hire of a 25 seat bus for members. Names of members attending are required tonight.

Max Tucker organizing a Naked Radiator run.

Children's Christmas party for this year to be held at the water front. Contact Rod for details.

Ken Parry reported on recent rally to Mt. Franklin.

Karl Lorenz reported on recent Oakland Motor club rally at Creswick.

Lindsay reported on recent Military Re enactment Group event.

Dallas Jones reported on recent Workshop rally.

### GENERAL BUSINESS

1/ Rhonda Foran advised the forthcoming Christmas dinner/social evening on 6<sup>th</sup> Dec. Libby to collect numbers as Rhonda will be away. Helpers needed to contact Jeanette.

2/ John is proposing another Ladies day.

3/ John advised that the club chairs are to sell on `Gumtree` .

4/ Trevor Schneider advised that next April the club will celebrate its 50<sup>th</sup> birthday. A committee has been formed to co ordinate the celebrations and is looking for old photos, newspaper cuttings etc. as well as ideas.

5/ Ray Matthews donated his and Judith`s unique badge collection for display in the clubrooms. John thanked Ray for the donation

6/ Robin Evans advised of the `Bicycle` 150<sup>th</sup> birthday and activities to be held at the West Velodrome.

7/ David Koch advised of the Geelong Revival list.

8/ Ken Parry proposed a motion, seconded by Barb van Galen to alter WDHVC Bylaw No 8, Length of President's Term of Office, to be changed from 2 years to 3 years. After general discussion the motion was put to the members for voting. The motion was carried by a large majority.

Meeting closed at 8.50pm.

Jon Breedveld gave an interesting presentation on his recent trip to Africa (Kenya).

***Next meeting to be held at 7.30pm on 8th November in the clubrooms.***



## The American Bantam



This month's cover includes the cute little 1940 American Bantam.

Here is a brief history.

The American Austin Car Company was founded in 1929, in Butler, Pennsylvania, intending to assemble and sell a version of the Austin 7 car called American Austin, in the United States. After some initial success the Great Depression caused sales to drop and production was suspended. In 1934 the company filed for bankruptcy. Former salesman for Austin, Roy Evans, bought out the bankrupt company, which was reorganised under the name American Bantam.

American Bantam built cars about 6,700 cars. from 1938 to early 1941, with updated styling by Count Alexis de Sakhnoffsky and an improved engine better suited for U.S. driving conditions. No essential differences existed between the three model years of Bantams. In 1940, they were available in Standard and Master coupe, roadster, convertible coupe, convertible sedan and station wagon, ranging in price from \$399 to \$565. American Bantam's 1938 model was the inspiration for Donald Duck's car which was first seen in *Don Donald* (1937).



As WWII threatened, most of Bantam's thin resources were poured into developing the prototype Jeep, designed by Karl Probst, hoping to win a U.S. Army contract. It built 2,765 of these, more than half of which went to the British Army with some sent on to the Soviet Union) after discontinuing the manufacture of passenger vehicles. Some of the motors and chassis were imported from Toledo, Ohio; the bodies were made at the American Bantam Car factory in Butler, Pennsylvania. The company produced the most fuel-efficient engine and first prototype under the original tender specifications. It was awarded the first contract, but because Willys Overland used a more powerful engine, and because elements favorable to Ford within the Quartermaster Corps claimed that Bantam lacked the capacity to produce the vehicle on the scale needed by the United States Department of War, the awarding of ongoing contracts was reopened.

Eventually the U.S. Army gave the BRC (Bantam Reconnaissance Car) 40 designs to Willys-Overland and awarded the bulk of orders to Willys and Ford, while Bantam went on to produce Jeep trailers (T-3) and closed its doors forever in 1941.

## Body styles and definitions

**All Weather** – an early car term referring to the first convertibles.

**Baquet** – early vehicle with two rows of seats on the order of a carriage. They typically did not have doors, roofs or windshields. Sometimes called a touring car in the US.

**Barchetta** – early sports cars designed for racing. They typically did not have roofs or doors.

**Bateau** – the shape of the back end of early race vehicles, such as the Barchetta. It looks like the bow of a boat and is commonly referred to as a boat tail.

**Berline** – an early word for a two-door sedan.

**Boat Tail** – refers to a vehicle with a V shaped backend, like the bow of the boat. A common streamlining effect used in early race cars such as the Barchetta. Also known as a Bateau shape.



*1931 Hudson Boat Tail*

**Brougham** – commonly used to describe a car with a closed in passenger compartment behind and open driver's seat. The term may also refer to any vehicle with doors and a roof. Also known as a coupe chauffeur and a coupe limousine.

**Bullnose** – the shape of the front end, resulting from the style of radiator.

**Business Coupe** – a basic, low-end, two-door coupe that did not include unnecessary amenities such as a radiator or rumble seat.

**Cabriolet** – an early French term meaning folding top, or convertible, but used liberally in the US to mean the whims of manufacturers. The English term is a Drophead Coupe.

**Chummy** – an early English term referring to the seating arrangement, two standard seats up front and two smaller, 'occasional' seats in the rear.

**Club Coupe** – a two-door hardtop with a small rear seat.

**Convertible** – a folding, soft top attached to the body (rather than removable). The term and style can be applied to a two-door coupe or four-door sedan. Also known as a Drophead Coupe in England and a Cabriolet in France.

**Coupe Chauffeur/Coupe Limousine** – an open compartment for the chauffeur followed by a closed compartment for passengers. Also known as a Brougham or a Coupe Limousine.



*Hispana-Suize HB6 Coupe chauffeur*

**Coupe deVille** – originally any car with a fixed roof over the rear seat and a convertible roof over the front seat. Commonly used in recent years to describe a roof with the front half covered in fabric to look like the original. Also known as a Town Coupe.

**Coupe** – a two-door vehicle without a rear seat. A coupe with a small back seat is general generally referred to as a Club Coupe.

**Coupelet** – Ford use this term to describe a Model T, two seat Cabriolet.

**deVille Extension** – a sliding roof that covers the front seat.

**Dicky Seat** – an English term for an external seat in the rear of the car, known in the US as a Rumble Seat.



*Jaguar XK 140 drophead coupe*

**Drophead Coupe** – an English term for convertible. Also known as a Cabriolet in France.

**Dual Cowl** – a touring car drivers compartment with a front and rear seat. It also has a second, folding windshield to protect back seat occupants.

**Estate Car** – the early version of a Station Wagon. Often with wood panel sides, also referred to as a Woody.

**Faux Cabriolet** – a coupe built to look like a Cabriolet.

**Fixed Head Coupe** – a hardtop Coupe.

**Fordor** – a name used by Ford for a four door sedan.

**Gran Turismo (GT)** – an Italian term, commonly used by US manufacturers, meaning 'Grand Touring'.

**Hard Top** – a full metal roof without sunroof, Targa roof.

**Horseless Carriage**

– an early term for vehicles where the horse is replaced by an engine. According to the Horseless Carriage Club of America, this term applies to vehicles built before 1915.



*1917 Lanchester - an early horseless carriage*

**Hot Rod** – a wide range of home-made and backyard modified vehicles from the 1930s through to today.

**Landau** – originally a Limousine with an open driver's compartment, front and back seats facing each other, and a two-part convertible roof (like a Brougham). In recent years US manufacturers used the term to describe a cloth covered fixed top.

*(Reprinted from the DVHCC Newsletter. Continued next month.)*

## If Microsoft Built Cars

At a computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated: *"If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."*

In response to Bill's comments, Ford issued a press release that said:

"If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a manoeuvre such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single **"This Car Has Performed An Illegal Operation"** warning light.
7. The airbag system would ask: "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced, car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off."

PS - I'd like to add that when all else fails, you could call "customer service" in some foreign country and be instructed in some foreign language how to fix your car yourself!

*(Thanks to Nick Neeson for this item.—Ed)*

# CALENDAR OF EVENTS

## WDHVC EVENTS

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

### 25 OCTOBER - THURSDAY

### **CRAFT/TECH NIGHT - Balancing**

We will be doing a quick visit to Precision Engineering, Wattlepark Ave. Moolap. They have a brand new balancer, which new member Andrew Hepner, and his sons, Shaun and Chris, are keen to show us.

Be there about 7.30pm. After we will return to the clubrooms to have a cuppa with the Craft Night ladies.

### 6 NOVEMBER - SUNDAY

### **NAKED RADIATOR RUN Kingston Park, Ocean Grove**

This is an event for **ALL** club vehicles but we would particularly encourage the participation of the older vehicles as well. Meet at the Clubrooms at the Showgrounds at between 9.30am and 10am so the older vehicles can leave first. Travel via Fellmongers Rd/Townsend Rd to the Queenscliff Rd and proceed to Wallington. Turn right at the roundabout into Grubb Rd, and proceed towards Ocean Grove and turn left into Adco Gr. to Kingston Park, where we plan to have an area set aside for us adjacent to the Rotary Community Market. During the day you are also invited to walk to the KYO importing warehouse in nearby Smithton Crt. It is well worth a look. BYO everything, however some hot food snacks may be available at the Community Market.

Enquiries to Max Tucker 5229 9344 or Trevor Schneider 0418 128 624.

### 8 NOVEMBER - TUESDAY

### **GENERAL MEETING 7.30pm Clubrooms**

### 9 NOVEMBER - WEDNESDAY

### **DINE OUT 6-6.30pm Clifton Springs Golf Club**

Make sure your passport is in order to make a long trek out to Clifton Springs.

### 17 NOVEMBER - THURSDAY

### **TINKER DAY**

10.30am start at the clubrooms. Well, this is one for coffee, wine, food and collectable garden things people. We are off to Oakdene at 255 Grubb Road Wallington. There you will find a delightful range of things to look at or buy for the garden or wine cellar. Food is available at the Café that they run on site, or you can bring your own everything and find a shady spot in their garden section to sit and have your lunch. Our cars will all fit on site and bring out your oldest car for this one. BYO chairs, mugs and food if you don't wish to buy at the café.

*Ray van Galen. Ph 5278 9368.*

### 20 NOVEMBER - SUNDAY

### **LUNCH RUN TO BEEAC HOTEL** with a visit to the

publican's car collection. Meet at Fyansford car park at 10.30am. Numbers required at the November meeting. More information phone Fred Harris 5259 2053.

### 22 NOVEMBER - THURSDAY

### **CRAFT/TECH NIGHT - Engines**

Bring along model engines, steam engines, bike engines, mower engines, car engines, truck engines, tractor engines, whatever you can fit in your trailer. We can run each trailer into the workshop, one at a time, and have a discussion on each.

A Hillman Imp engine would be appreciated, as well as a VW engine, SVV8, OHVV8, a V6, a V4 a rotary. The more the better. I will bring along an FG Falcon 6, and assorted Willys engines. See you there 7pm, so we can set up, and get started by 7.30pm.

There will **not be a Tech night in December**, as we will all be busy Christmasing.

*Peter Telfer*

### 10 DECEMBER - SATURDAY

### **CHRISTMAS DINNER DANCE.**

Pre-dinner drinks and nibbles supplied; 2 course dinner, catered by Superb Spit Roast, and lots of door prizes drawn throughout the evening. Tickets available at October Meeting. \$25 each. Please contact Rhonda (ph5248 2553) or Jeanette to secure a seat for this great end-of-year function.

### 11 DECEMBER - SUNDAY

### **KIDS CHRISTMAS PARTY**

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

### 13 DECEMBER - TUESDAY

### **GENERAL MEETING 7.30pm Clubrooms**

# CALENDAR OF EVENTS (ctd)

## OTHER CLUB EVENTS

See also -  
monthly calendar  
on back page.

### FRI 28 OCT TO TUES 1 NOV

### WARRAGUL RALLY

The Warragul Rally will be held on the Melbourne Cup weekend in November. I have been in touch with the Warragul Gardens Holiday Park and they have a number of cabins at the park for us to rent for the weekend.

For further details please ring Sharyn Harris 5259 2053 or 0417 546 089.

### SAT 12 & SUN 13 NOVEMBER

### BENDIGO NATIONAL SWAP MEET

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

Details [www.bendigowap.com.au](http://www.bendigowap.com.au). Email [info@bendigowap.com.au](mailto:info@bendigowap.com.au)

### SAT 7 & SUN 8 JANUARY 2017

### GEELONG CLASSIC TRUCK & MACHINERY SHOW

Sat 9am-5pm. Sun 9am-3pm. Geelong Showgrounds.

Vintage machinery; tractor pull; classic cars, vintage trucks.

**Volunteers wanted for gate.** Contact Angela Reynolds

- [secretary@classictruckandmachinery.com.au](mailto:secretary@classictruckandmachinery.com.au)

More info - [www.facebook.com/classictruckandmachinery](http://www.facebook.com/classictruckandmachinery)



### SAT 7 & SUN 8 JANUARY 2017

### DRYSDALE CLASSIC CAR & BIKE SHOW

The Cruise on Saturday Evening at 5.30 pm and the Show, Sunday from 10 am.

All About Traffic Management, will take care of the Cruisers on Saturday night.

On Sunday the Old Skool Car Club will be looking after marshalling and parking of show vehicles.

Measures will be taken to eliminate the dust problem of last year, to protect your vehicles.

### 14 JANUARY - SUNDAY

### PORTARLINGTON MUSSEL FESTIVAL

Car Display

### 22 JANUARY - SUNDAY

### FESTIVAL OF SAILS Geelong Waterfront Car Display.

Meet on the Customs House Lawn at 10.30 am.

## SATURDAY 10 DECEMBER CHRISTMAS DINNER DANCE



*THIS IS YOUR LAST CHANCE TO BUY YOUR  
TICKETS FOR THE CHRISTMAS DINNER DANCE*

Pre-dinner drinks and nibbles supplied from 6.15pm.

At 6.45pm a two course dinner, catered by Superb Spit Roast, and Jeanette's traditional plum pudding.

Lots of door prizes drawn throughout the evening.

BYO drinks and glass. \$25 per person.

Tickets available at the November meeting,  
or contact Libby or Jeanette.

Remember the Dinner is before the December meeting.



# TINKER DAY REPORTS

## September Tinker Day



We left the clubhouse and headed down the Bellarine towards Queenscliff to *Hire a Kombi* at Marcus Hill. George has restored a number of Kombis for hire, some motor homes and some people movers with eight seats.

He has a number lined up along the fence for spare parts and future projects. He has problems getting quality spare parts as the replacement parts manufacturers tend to go on price instead of quality. He has a sign at the front gate saying, "Welcome to take picture, but please leave a gold coin donation for the Queenscliff Cottage by the Sea". A plastic container of coins was passed on to George.



He is a down to earth man with the work with skills in motor mechanics and bodywork. He was interested in our old cars.

We then returned to Leopold to Bill's place for dinner in his garage/workshop/man cave. We should not have let our other half in, as it was too neat and tidy!

Bill has a collection of hub caps/wheel trims, pictures and Primus kerosene stoves and blow torches with the brass all polished. Bill's wife Barbara put on a special treat to eat also.



For all you "Seenagers" (October *Backfire*) who are lucky enough not have to go to work, come along to our Tinker Days.

*Lindsay Alford*



## October Tinker Day

A beautiful sunny day greeted us as we assembled at Drysdale Railway Station for the start of another successful Tinker Day. The lovely Dodges of Graeme and Max reminded me of the late Norm, who was a regular with his 1935 Dodge (with the roof down whenever possible). He probably had a word with the Big Bloke upstairs, to give us a sunny day. We also had an assortment of English sports cars, with roofs down, of course, as well as a mixture of English, European and Australian classics.



We headed off through Drysdale, turned right at the pub, and took the scenic/coastal route to Portarlington, where we finished up at Fred and Sharyn's.



We had a great time inspecting Fred's Queen Elizabeth 2, and Queen Mary 2 models, which are huge.

Each took three years to build from scratch. Then we admired his three restorations- a Chev, and two A Model Fords. All were a credit to his ability and tenacity. He even did his own painting. His three-car shed was filled with memorabilia, which was interesting.

Sharyn served us with sausage rolls, cake, and tea and coffee, which we all appreciated. Many thanks to Fred and Sharyn for hosting us, and also huge thanks to Ray and Barb for the endless supply of excellent Tinker Days.

*Peter Telfer*



# Affordable British Classics

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

## Austin A40, A50, A55 Cambridge

**D**ON'T confuse these Cambridge models with the Farina-bodied models – they are a world apart. Introduced in 1954, the A40 and A50 had the same styling as the larger Westminster model, launched in the same year, giving the entire Austin saloon range a family appearance.

The Cambridge models were comfortable, mid-sized family saloons, of unitary construction, and embodied all the traditional Austin qualities. They replaced the popular Devon and Somerset models.

The A40 was somewhat underpowered, with only a 1200cc engine, producing 42bhp, to power its substantial body. Nonetheless, it rapidly became a popular car. The A50 had a 1489cc version of the same engine – the BMC B-series – which gave 50bhp, and a top speed of 75mph, well in keeping with the standards of the day.

The cars were identical in



appearance, which must have caused some confusion, although two-door styling was offered only on the A40. They were spacious and comfortable, despite spartan standard equipment, and very tough.

In February 1957 the A50 was redesignated A55, and was given a lower grille design, full-length side flash, a

larger rear window and redesigned tail end, which added four inches to the overall length. The overall effect was of a somewhat lower, sleeker, car.

The more powerful, higher-compression engine had to cope with a heavier car, but still gave a useful 80mph top speed.

When buying, check

### The A55 Cambridge saloon

carefully the floor, especially where the twin longitudinal chassis beams are attached, and the box sections forming the inner front wings. Body panels are hard to come by, but mechanical parts are not too hard to find.

The cars are pleasant to drive and cruise well in modern traffic. The four-speed column change is particularly good for its type.

Values range from around £700 to nearly £2000 for a particularly good example.

#### ENGINE/POWER

A40 .....	1200cc/42bhp
A50 .....	1489cc/50bhp
A55 .....	1489cc/51bhp

#### SPEED

A40 .....	70mph
A50 .....	75mph
A55 .....	81mph

#### PRODUCTION

A40 .....	1954-'56
A50 .....	1954-'56
A55 .....	1957-'59

#### ECONOMY

.....	27-34mpg
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## Red Plate Holders

Just a reminder to process your permit **BEFORE IT EXPIRES, OR A ROADWORTHY WILL BE REQUIRED.**

Also if you have changed your red plate from WDHVC over to another club, **please** contact Gus Shea, (ph 0400 203 151) so he can remove you from our WDHVC red plate register.

We want our members to enjoy every minute of their vehicles and don't want any disappointments, as there are some fabulous runs coming up.

Happy Motoring!

## Scribe Wanted

The Club is still looking for a new volunteer to take the minutes at the monthly general meetings.

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

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

Talk to Raelene for more details (5243 7757).

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.

# 2016 Long Distance Rally—Geelong to Oberon

**Three Mercs, a BMW, a Transit Van and a Toyota met at Rippleside** on a drizzly cold morning for the start of the 2016 Long Distance Rally - Geelong to Oberon. One other car will meet up down the track because of flooding: an ominous start!

Intermittent sunshine mixed with showers and water over the road was the order of the day, however, Fred and Sharyn finally got to visit the Tank Museum at Puckapunyal. It was here that Kase and Corry joined the convey. Lunch was under the rotunda at Seymour during another shower and a visit to a collectibles shop finished the attractions for the first day, before a sleep and feed at Albury.

**Day 2 we visited a Museum at Wagga Wagga,**

then the Round House Train Maintenance Shed and Museum at Junee and keeping with the drive and eat credo of the LDR, we also visited the Junee Liquorice & Chocolate Factory for lunch and Devonshire Tea. A small Ford Museum next door brought back some fond and other memories for a few! Fred saw a Chev and an A-Model identical to his, and Ray, his first car, a Ford Prefect ute that was so underpowered it used to cry when approaching hills!!



Off to Young and plenty of water in creeks, rivers and paddocks. Last year we passed bushfires; this time floods. Look out for pestilence next year!!

**Day 3 started with a visit to the Fudge Factory,** then on to Cowra for a look at the Japanese Gardens and POW Camp. A Melbourne Jag Club had the same idea on their way to Orange and had several ripping old cars in their rally.

Lunch was at Carcoar, an old town with character, including a penny farthing, a Moke and a Stag. We then continued via Bathurst to Oberon. That afternoon we met up with two locals, David and Lex, who had organised a road trip for the following day. David also gave us an insight into the town of Oberon.

**Day 4. The tour began around the back roads,**

culminating with a look at the magnificent Mayfield Gardens. An extraordinary layout of rock walls, gardens, water features and vistas that filled in a few hours. Six acres are finished and a further 32 acres are under construction: a must see if you are in the area!



The afternoon event was a visit to Barry Hughes' tractor orphanage in Oberon, a fantastic private collection of tractors and implements, all fully restored to original condition. It was then back to the motel for Happy Hour. (This happens every day!)

**Day 5 kicked off with a delicious egg and bacon sanger** for breakfast. Thanks to Bill for "volunteering to cook". Rain overnight and during



the day put a dampener on the visit to Rydal for the Daffodil Festival. Witnessed an "ordinary" example of parallel parking. Ended up "coupled" to the tow ball, she did!!

**Day 6. Today we headed off at 9.30am for a look at Jenolan Caves.** The road was very hilly, with steep descents into the village. We booked a tour for 11.30am of the thousand steps tour of the Lucas Cave - a big

improvement on the original entry and ladder access points that you had to endure in the early days. We all enjoyed a late lunch soaking up the rays, before people made their own way back to



Oberon. Back at camp for a BBQ, Rod and Bill cooked and Sharyn and Barb organised the ladies with the salads and snacks. The rest enjoyed a "convivial" and gave good advice!!

**Day 7. Katoomba was the destination for today.** We encountered plenty of road works along the way, but these could be forgiven for the very scenic drive around the mountains. Did we forget to tell you that Oberon is about 1200m above sea level?

A visit to the old Hydro Majestic Hotel for morning tea, then to Echo Point, Echo Point, Echo Point ... and a look at the Three Sisters. Lunch was enjoyed in the "car park" before visiting Scenic World, where some enjoyed the rides on cable cars etc. Others took the opportunity to walk off some energy around the Katoomba waterfalls. More steps!! Poor Libby, after checking her Fitbit, found she had no heartbeat after riding the Skyway. Panic!!!

Bill was a little concerned with a rattle in his car and after pulling everything out of the boot he was still none the wiser. Checked the warranty details with Kase to no avail! Our last meal in Oberon was at the Royal Hotel!

**Day 8. Farewell Oberon.** A photo opportunity by the motel owners may make the local paper. Later that morning, Bill found an extra rattle in his car. Who was the culprit!!!! Next stop Bathurst for a spin around the Mt Panorama circuit a couple of times. Wet track so times were slow! We enjoyed a



look at the "big race" history and Motor Museum before an attempt to reach Temora failed miserably. Too much water over the roads: could not get there via any alternate routes so we stopped at Cootamundra, the birth place of Bradman. A cheap feed at the RSL satisfies all. Here the creeks in town were running a banker. Sadly we missed the opportunity to visit the aircraft museum at Temora this time.

**Day 9. The rains had eased** and we escaped the town heading towards Jerilderie. Several cars had a near death experience when a B-Double rounded a bend at excessive speed, drifting the rear trailer off and on the narrow road a couple of times. A brief look at some of Ned's exploits at Jerilderie and on to Tocumwal where we visit a museum of unique interest, whose owners have a featherless cockatoo that loves ice cream and enjoys a photo or two. A few purchases occurred here. The last supper for the 2016 LDR was held at the Tocumwal Golf Club.

Our last breakfast was hosted at the Kingswood Motel by a couple of diehard Bulldogs supporters that owned the place. (Highly recommend you stay there.) All attended and announced that a great time was had by all, despite the ordinary weather. A fantastic effort by Fred and Sharyn to organise yet another highly interesting rally. A small presentation was made, with Bill Harty offering some kind words on behalf of the group.

Thanks again for a great trip all.

*Regards - Col and Lyn Jordan*



## Mars Bar Competition

*The November competition*



This month we have an absolutely darling little boy for you to guess about.

When you see these lovely little people at that tender age, you have to wonder what happened, when you see them now!

Good luck, and win that Great Mars Bar, or he will get it for himself!

### *More photos needed*

Please sneak in your photo submissions to:  
Ray van Galen  
Ph 52789 368,  
or  
email [rbrvangalen@gmail.com](mailto:rbrvangalen@gmail.com)



1885 Daimler motor cycle

# The World's Worst Cars?

This month *Backfire* continues the series, taken from the book *The World's Worst Cars*. Please don't take offence if your car features in this segment in the coming months - the series is only a bit of fun to add to our magazine. And after all, the views expressed are only one man's opinion!

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

## BADLY BUILT CARS

### LOTUS ELITE / ECLAT (1974 – 91)

#### *Specifications.*

Top speed: 200KM/H (124MPH)  
0-96KM/H (0-60MPH) 7.8 SECS  
Engine Type: IN - LINE FOUR  
Displacement: 1973CC (120CI)  
Weight: 1126KG (2503lb)  
Mileage: 10L/100KM (28MPG)



Lotus thought it was being avant-garde when it unveiled the wedge-shaped Elite and Eclat models in 1974, but in reality it produced a pair of plastic-bodied monstrosities which embodied all that was gaudy and uncultured about 1970's fashion.

Perhaps the cars only saving grace was their gutsy and responsive 2.2 litre engines but a lack of development soon put paid to this, with coolant leaks causing them to overheat and warp their head gaskets.

Electrical faults were even more common, usually caused by rusty earth terminals. It's common to see them driving around with one pop up head light popped up, and the other one 'sleeping', as a lack of lubrication in the mechanism caused the electric motors inside to burn out.

Ironically, as the cheapest entry into Lotus ownership, they have since acquired a cult following.

A moderate restyle in the mid 1980's improved things, rounding off the pointed edges and addressing the electrical issues, while a reworked head gasket pretty much cured the cooling issues that had plagued the cars for a decade. This meant that a late Eclat, in particular, was quite a decent sports car. But the damage had already been done, and the car never recovered from its early reputation.

A breath of fresh air from Lotus – or a sharp intake of breath from your local mechanic when he sees that the cylinder head has warped.

The Eclat had a small sedan-style boot, while the Elite was more practical, with the station wagon rear end.

Lotus designed an entirely new 16 valve engine for the Elite and Eclat series – but it wasn't the most reliable unit, especially in the early cars. It would overheat, causing the cylinder heads to warp, while head gasket was also a regular (and expensive) occurrence.

Wedge shaped styling was all the rage in the 1970's but both the Elite and Eclat looked dated when they first appeared, and the striking profile was so individual to the model that they never improved with age. Also the fibreglass panels were prone to crazing.

Bearing in mind that Lotus cut so many corners with this basic design of the Elite and Eclat, it's surprising to find that under the skin is a highly complex, steel backbone chassis, with a fibreglass shell designed specifically to provide some of the car's structural integrity.

The small Lotuses were nothing if not distinctive, and this was in evidence once you opened the door. As well as having unusually styled seats, the car had the entire dash board covered in suede. Most of the switch gear came from Ford or British Leyland.

The hulking Elite and Eclat of the 1970's were a far cry from their slick descendants. Lotus lavished more attention on the Eclat in the 1980's, and the result was a car more worthy of its maker.

# WDHVC MEMBER PROFILE



**Name?**

Ray

**Where were you born?**

Holland

**Family?**

Wife Barb; 1 son & 1 daughter; 7 grand children; 1 great grandchild

**Number of years in the WDHVC?**

16 years

**Other interests?**

Motor bikes

**What was your first vehicle?**

Standard 8

**What vehicle would you love to own?**

XK120

**What vehicles do you have now?**

1949 Austin A40; 1965 Austin Healy Sprite; 1963 NSU Quickly; 1958 Matchless; 1986 Honda Shadow & 1922 Indian

**Profession?**

Motor Mechanic

**Skills?**

Jack of all trades and master of none.

**What bugs you the most?**

Members who don't participate in club events.

**What makes you happy?**

Family

# SALES, WANTED & CLUES

## For Sale

**1966 VC Valliant Station Wagon.**

Vin No, VC4H452867. \$6,000.

Contact Rod - (03) 5281 5340.

11/16

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

Contact Hank 0407 507 002.

9/16

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](mailto: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](mailto:webd3sign@wdhvcgeelong.com.au) (Ph 5253 1755)



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BACKFIRE

November 2016



Auburn 8/90

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
23 Back to Steiglitz	24	25 Tech/Craft night 7.30pm. "Balancing"	26	27	28	29
					WARRAGUL RALLY	
30	31 OCTOBER	1	2	3	4	5
WARRAGUL RALLY						
6	7	8 General Meeting 7.30pm	9 Dine Out 6pm-6.30pm Clifton Springs Golf Club.	10	11	12
						BENDIGO
13	14	15 Committee Meeting 7.30pm	16	17 Tinker Day 10.30am Clubrooms	18 Nov <i>Backfire</i> Deadline	19
SWAP						
20 Lunch Run to Beeac. Meet 10.30am Fyansford	21	22 Tech/Craft night 7.30pm "Engines"	23	24	25	26
27	28	29	30	1 DECEMBER	2	3