

BACKFIRE



Volume 54 No 9 January 2021

PO Box 200 Newcomb VIC 3219
www.wdhvcgeelong.com



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



*Backfire is the monthly newsletter of the Western District Historic Vehicle Club (Reg No A00011857H).
Member of the Federation of Victorian Veteran, Vintage & Classic Vehicle Clubs.*

CONTENTS

HONORARY OFFICE BEARERS AND COMMITTEE - 2018/2019	2
CONTENTS & PRESIDENT'S PIECE	3
2019 AGM MINUTES	4
NOTICE OF 2020 AGM	5
GARY'S GIGGLES & COMMITTEE MEETING SUMMARY	6
NON EVENTS CALENDAR & CONSERVED CLASSICS	7
NON RALLYS & RUNS REPORT	8
NON RALLYS & RUNS REPORT (ctd)	9
STORIES FROM THE SHED (The Riley M P H)	10
A SINGLE ADAMS BECAME TWO	11
DID YOU KNOW? & WAGON CONVERSION	12
BLUE OVAL ADDITION, SNOWPLOUGH & WAGON CONVERSION (ctd)	13
FORDSON MAJOR TRACTOR	14
FOR SALES, WANTED & CLUES	15
AUSTIN SWALLOW	16

President's Piece

Hello members welcome to 2021 and happy new year to you all. Well that is certainly the hope. We have to keep thinking that things this year will be back to normal, however, defining what normal is from now on might be a little difficult.

I trust you have all had a good Christmas and spent some quality time with your families. I took the opportunity to sneak off out to my bush retreat with Yve and Em. We enjoyed a low key but fun Christmas out there.

Now I that have all the pre-Christmas rush jobs out of the way (but there are some post-Christmas ones still to do) I've been looking over my work so far on the Buchanan. The problem with bodywork is, the more you look, the more you find still needs doing. I guess it not being my trade I'm just not as good as the professionals. So just when I think I have the highs and lows sorted out, I feel another near the one I have just repaired!

This is not helped at all when you find that the body was never wonderfully smooth or ripple free when it popped out of the mould. Begs the question; Does getting the body perfect detract from the originality of the vehicle when it was never like that in the beginning? Where does restoration begin and end? Despite the ruminations, it is still very satisfying to see a nice straight car with perfect gaps and panel fitment. (not that mine will be)

This will be my last President's Piece, this month I hand over the reins to David and it will be his responsibility to entertain you with his wordsmithing for a change.

I thank you all very much for entrusting me with the honour of being President of this truly wonderful club. I also thank you for reading my ramblings each month. (That's only a thank you to those that have been reading it.) I hope I have entertained you a little. Thanks Jon for the regular reminders of deadlines and for ensuring my spelling and grammar makes me look somewhat intelligent.

So I will now sign off my monthly piece for the last time with what has become my mantra.

"Get out in your shed or get out in your car."

It has been an honour.

- Dallas

Vintage picture of an old tradition of people eating cake after someone blows air from their mouth onto it
Circa: 2019 B.C. (Before Coronavirus)



2019 ANNUAL GENERAL MEETING MINUTES

MINUTES OF 52nd ANNUAL GENERAL MEETING OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC. HELD AT THE CLUBROOMS ON TUESDAY 9 APRIL 2019.

PRESIDING : President Dallas Jones.

Vice President: David Mitchell

APOLOGIES

As tendered at the April General Meeting.

Secretary / Public Officer, Consumer Affairs
Notification for Incorporated Association:
Fred Harris

MINUTES

Minutes of the 51th Annual General Meeting held on April 10th 2018 were confirmed as a correct record.

Treasurer: Maurice Healey

Moved: Rod Booley

General Committee:

Seconded: Sharyn Harris Carried

David Perkins, Rod Roach, Barb Van Galen, Gus Shea, Rod Booley, Damian Giustini, Jon Breedveld.

REPORTS

The President and Secretary presented their Annual Reports, to be published in the May *Backfire*.

Trevor proposed that the nominated positions be filled.

TREASURER REPORT (Maurice)

The Treasurer read the statement of incoming and outgoing expenses as compiled by our auditor, which is available for members to review.

Moved: Roger Sykes

Seconded: Merv Baum Carried

Moved: Maurice Healey

Seconded: Damien Giustini Carried

PRESENTATION OF TROPHIES

John Bailey presented the Presidential Chain to newly-elected President Dallas.

Moved that Gary Harbert be re-appointed as the Club auditor.

Moved: Maurice Healey

Seconded: Ray Matthews Carried

25 year membership badges were presented to:

- Kevin & Joan Smith;
- Graham & Raelene Pretlove;
- Fred & Sharyn Harris;
- Barry & Lyn Johansson.

ELECTION OF OFFICE BEARERS

President Dallas vacated the Chair and introduced life member Trevor Schneider who took the Chair, thanking Dallas and all the office bearers for their work over the previous year.

The Club Member of the year award was presented to Rod Booley.

All executive positions were declared vacant. Committee nominations did not exceed the positions available and so no vote was held. A vacant position was referred back to the new committee for their action.

The successful nominations were:

President: Dallas Jones

Meeting closed at 9:37pm, followed by supper.

Quotes About Cars

No officer, I didn't see you in my rear view mirror - my eyes haven't left my phone for at least the past five miles.

There'd be less accidents if there was a texting lane.

~ Anon

ANNUAL GENERAL MEETING

In the pavilion beside the Club Rooms *

* subject to any Covid rules changes.

As this goes to press, the Covid rules mean that up to 100 people can meet for our AGM. However, in this extraordinary year, the AGM will be different to any other. The 2020 AGM must be held to meet the Club's legal obligations as an incorporated association. It is vital that enough people attend to make a quorum (47 persons), so we get the formalities completed successfully.

The pavilion is large and up to 100 members may attend under current Covid restrictions. The AGM will be as short as possible (expected to be no more than 30 minutes). Members will be required to stand, spread appropriately in the pavilion, for just long enough to ratify the agenda items listed. (You may bring your own fold up chair if needed.)

Sadly Covid means that we will not be able to enjoy the usual social interaction associated with a normal meeting or AGM. Members are to wear face masks and be spaced at 2m intervals. There will be no supper served and members are encouraged to leave directly at the conclusion of the meeting.

Of course this information is based on the current Covid 19 restrictions. Should there be changes in these rules, arrangements may need to be modified to suit. (We may need to stand outside or hold the AGM via Zoom, as canvassed in the November *Backfire*. (Responses indicate that we may just have enough members attend via Zoom to achieve a quorum—and a sincere thank you to all those who responded.)

Let's remain optimistic that things stay as they are, or improve; let's mark the date of the AGM in our calendar and let's plan to attend (it's the usual second Tuesday of the month). We need to get this formality over with so that the WDHVC remains strong, legal and able to get back to normal.

NOTICE OF ANNUAL GENERAL MEETING

All members are notified that the 2020 Annual General Meeting, (AGM), of the Western District Historic Vehicle Club Incorporated, will be held in the pavilion beside the Club Rooms, on Tuesday 12th January 2021. The AGM will commence at 7:30pm.

AGM Agenda

- Approval of Minutes of 2019 AGM
- President's Report
- Secretary's Report
- Presentation of the Annual Balance Sheet and Statement of Accounts for the 2019/2020 Financial Year
- Election of an Auditor

The following Executive and Committee nominations were received up to the end of General Meeting on March 10th 2020.

President:

David Mitchell

Vice President: John Bailey

Secretary / Public Officer:

(Dept. of Consumer Affairs - Notification for Incorporated Association) Fred Harris

Treasurer:

Maurice Healy

General Committee:

Graeme Anderson, Rod Booley, Jon Breedveld, James Park, David Perkins, Gus Shea, Barbara van Galen.

As nominations for the Executive and General Committee positions do not exceed positions available, no voting will be necessary.

Fred Harris

Honorary Secretary

SOME AUTOMOTIVE FIRSTS From "*I Love Old Cars and Transport Stories*"

- by Frank Rodwell OBE*

(*over bloody eighty)

The first imported car to run on New South Wales roads was a French De Dion Bouton. It was purchased in Paris in 1899 by W.J.C. (Billy) Elliott of the Austral Cycle and Motor Co. in George Street, Sydney. It arrived on board the Ville de la Ciotat, which docked at Messageries Wart, Circular Quay on 27 April 1900. It is reported to have caused a sensation when driven into the city. It was sold to Mr Lew Osborne who in turn sold it to Mr A.J Knowles. It was later exported to New Zealand.

The first foreign car in South Australia was a curved-dash Oldsmobile owned by Dr J. Gunson.

The first petrol powered car in South Australia was a 1900, locally made, Lewis.

One of the first 4-cylinder cars imported into Australia was a French Gladiator made under license by F. S. Edge's Motor Power Co. for Mr T. E. Barr-Smith of Adelaide.

Australia's first official car race was held at Sandown Park, Melbourne, in March 1904. It was won by a locally made Tarrant.

- contributed by Fred Harris



Gary's Giggles

Tall Tales from our Legendary Librarian

A bloke walks into a pub and notices he's the only one there, apart from the bartender, who is on the phone. The bartender signals him that he will be with him in a minute. The bloke nods and waits at the bar.

Suddenly he hears a little voice say: "Hey, you're looking pretty sharp today. New suit?"

The bloke looks around but can't see anyone else in the place. He hears the voice again. "Seriously – you are looking good mate. Have you lost weight?"

The bloke looks around again and still doesn't see anyone. "Hello?" he asks. "Is someone speaking to me?"

"You bet! I just had to say that I thought you were looking great!" Other tiny voices suddenly rose in agreement the bloke realises now that these voices are coming from a bowl of beer nuts on the bar in front of him. He stares at them as the bartender finally hangs up and comes to serve his only customer.

"What will you have?" he asks.

"I'll have a glass of beer, I guess," mutters the bloke, still staring at the nuts. He finally looks up at the bartender pouring his beer. "What's the deal with these nuts?" he asks.

The bartender brings the beer over, sets it before him and says: "Their complimentary!"

Two blokes are checking into heaven. They compare notes on their deaths.

"I froze to death," says one.

The other explains that, suspicious of his wife, he arranged to get home early. As he opened the door he could smell unfamiliar cologne. He searched the house for a sexual trespasser while his wife proclaimed her innocence at the top of her voice.

"I couldn't find a lover, but finally, in a wrestling match with the missus, I toppled off a balcony."

"It's a pity you didn't look in the freezer," said the other, as St Peter stamped his passport. "Then both of us would be alive today."

COMMITTEE MEETING

Main points from the Committee meeting held at the clubrooms on 15 December 2020.

- ◇ 3 new members approved previously were present for a meet and greet with the Committee: Paul Fullard, Peter Connelly and Raylene Trotter.
- ◇ Geelong Museum of Motoring is closed, with cars and story boards in storage.
- ◇ Rod Roach's last Committee Meeting – Rod thanked for his work on committee
- ◇ AGM to be on 12 January. Plan to use a loud hailer in the pavilion. Sign in & hand sanitise at tables near entrance. Trevor Schneider to be invited to lead the meeting.
- ◇ Membership renewal BBQ 12pm - 3pm on Sunday 7 February . A social get together where members can renew their memberships. Hope to reduce the rush for membership renewals at the normal club meetings.
- ◇ 2021 Swap Meet. Whether to proceed to be reviewed in January, in light of additional Covid regulations requirements.
- ◇ Contact made with City of Geelong about waterfront events in the future. New Covid risk assessment to be completed.
- ◇ New member badges not presently available due to supplier issues.

CORRESPONDENCE DECEMBER 2020

INWARDS

- ◇ Barry Collinson – thanking the club for our thoughts on his recent illness
- ◇ Paul Fullard – payment for his new membership
- ◇ New member applications – Raymond Jones and Lindsay Graham
- ◇ Consumer Affairs Victoria – a new application to change the rules if necessary.
- ◇ 2021 Federation Golden Oldies Tour – 29 Aug to 5 Sept. Expressions of interest required. (To be considered on 2 April 2021.)
- ◇ Federation – guide for public events framework for the corona virus website

OUTWARDS

- ◇ Welcome letters to new members - Gary Toulmin & partner Gil, and to Paul Fullard.

- David Mitchell



non Events Calendar

AGM

Tuesday 12 January 7.30pm

Pavilion beside the Clubrooms (or outside if Covid rules change). **Please attend if you can.** Up to 100 can attend and we need at least 47. Wear your masks, ensure you register your details at the tables near the pavilion entrance and use hand sanitiser. (More details on Page 5.)

Dine Out

Wednesday 13 January - Maintaining our traditional Fish & Chips at Queenscliff as the first Dine Out event for 2020. To quote Gary: "turn up, picnic, fish & chips". Trident Fish Bar, 4 Gellibrand St (opposite the park) Sounds good! *Contact: Gary McCredden 0427 752 544.*

January Coffee Run

Thursday 14 January, 10.30am on site. Geelong Eastern Gardens; enter on Podbury Drive, turn left at the roundabout onto Eastern Park Circuit, travel 250 metres to the shelter and toilet block on the right. See you all there. *Contact: Rod Booley 0417 021 982*

January Picnic Lunch

Sunday 17 Jan 2021.

Picnic Lunch under the trees at "SEA SALT MEADOW" near St Leonards Yacht Club on Lower Bluff Rd, St Leonards. BYO everything. Meet onsite at 11.30am. *Contact: Rod Booley 0417 021 982*

Membership Renewal BBQ

Sunday 7 February 12pm - 3pm.

To reduce the rush at monthly club meetings, a membership renewal BBQ will be held at the clubrooms. A chance to catch up and also to renew your membership. (**NOTE.** Membership renewals will still be taken between 6.30pm and 7.30pm, before the February and March monthly meetings, if these meetings are able to go ahead. 2021 Membership Renewal Forms will be made available with the February *Backfire*.) *Contact: Barb van Galen 0427 606 444.*

For all events—please observe the Covid 19 rules current at the time.

Conserved Classics

Harold Newton has sent in photos of "some restored 'American Iron' at the Portarlington Mill and some conserved 'British Steel' at the Corowa Whisky Distillery, taken earlier, some time before the virus hit."



non RALLIES & RUNS

Coincidental Coffees - Bellbrae 10 December

Agreeable weather and a slight easing of Covid rules have seen members continue to enjoy informal outdoor catch ups over a coffee. This month members gathered at Bellbrae and Drysdale. As the photos demonstrate, both events were well supported, with a variety of cars being brought out for a short run. After the Drysdale event about 20 people had a mini Christmas lunch at the Clifton Springs Golf Club.



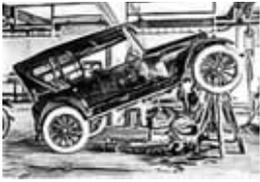
non

RALLIES & RUNS

Coincidental Coffees - Drysdale 17 December



Thanks to Libby Booley, Merv Baum & Damien Giustini for their photos. Apologies to Peter & Chris Connolly for calling their Studebaker Hawk a Lark last month. - Ed

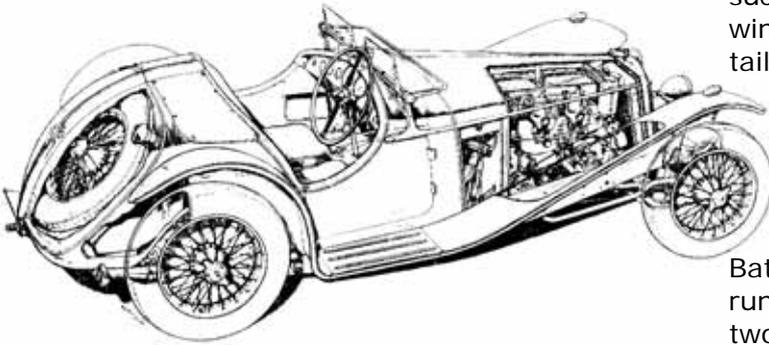


Stories From the Shed

The Riley M P H



In my younger days of vintage car activity I really like the idea of a two seater sports car such as an Alpha, Bugatti, MG TC or Morgan. But from magazine photographs in "The Motor" and "Auto Car", I thought the Riley M P H really looked the goods. Also, as mechanically the six cylinder E R A (English Racing Automobiles) used several Riley components, it should go to. Unfortunately only 14 cars were made, or maybe 16 counting the prototypes. These were all in private collections or museums so the chance of seeing one was slim, as the closest was 13,000 km away. As I was attending evening classes in coach building at Noble Park Tech, why not try and build one myself?



The drawing (above) showing a cutaway perspective of an M P H appeared in the "Auto Car" so I used that as a blueprint. All I had to start was the chrome-plated generator cover below the radiator, and I have left it untouched to this day. I made up the immensely strong chassis in mild steel channel, suitably shaped and welded, and the springs, shackle brackets, anti tramp rods, Girling mechanical brakes (although most cars still had cable brakes) and reconditioned 18 inch wheels. It could be moved around. So good.

To make the wooden body frame I used F17 hardwood from the timber yard, although it was a little heavier, rather than ash and drew the lines using long canes for the side and ridgelines. The body is of 16 gauge alloy which I obtained from Sims Metals, where I got it cheap because it was spoilt. I told the salesman: "That's okay, it will be more than spoilt when I finished with it!" I took the 10' x 4' sheet to Noble Park on the roof and rear of our Volkswagen beetle without being pulled up.

At Noble Park I fashioned the body, rolling the panels and welding the joints. The new bonnet with louvres and spare wheel cover on the back took some time.

The next thing was to make the mud guards. I rolled all the edges and fitted them with fencing wire for extra strength. Finally the car was painted red using a vacuum cleaner contraption.

As it was looking good and hardly cost any money, I now started on the big ticket items – the crown wheel and pinion 4.1 to 1, ex- Riley RMB, Armstrong pre-selector gearbox, centrifugal clutch, engine including higher compression pistons, sports grind camshafts, triple bronze body SU carbies, Scintilla vortex magneto, extractor exhaust etc.

After a couple of laps of the home circuit all was well, so on with the thousand and one jobs to finish, such as the stainless steel radiator surround, windscreen, instruments, aluminium section in the tail (32 feet of hack sawing) lamps, chrome fittings, hood bows and side screens etc. I had the upholstery done professionally in leather - the hood, side screens and tourneau. (I know my limitations.)

I have used the car for rallies and runs to Bathurst, Rob Roy and Cowes, Phillip Island. On one run the first centrifugal clutch exploded, leaving two-bob-sized pieces of aluminium all along the road. This has since been eliminated using the preselector bands.

Various experts from the UK have checked the car over and could not tell any difference from the real thing.

- Frank McKenzie



Photo: my brother and I in the car at a race meeting at Phillip Island.

A Single Adams Became Two

My brother Graeme ask me to pass on this info regarding an Adams I found in a Tasmanian newspaper in 1913. The photos are of a reliability run from Hobart to Launceston and return. This is the first photograph of an Adams that we have come across that is not an advert.

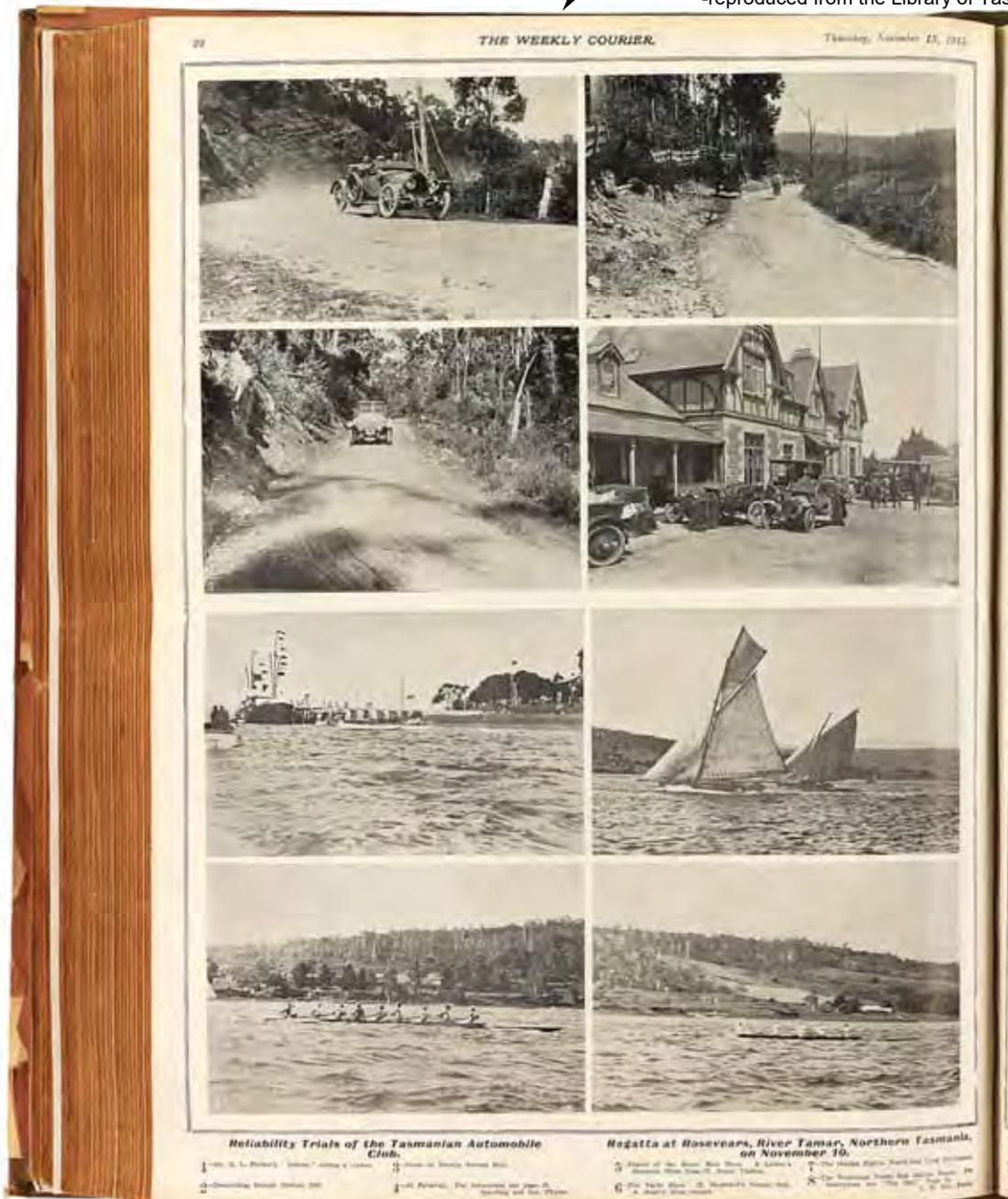
My father (Tom) was always of the understanding that there was only one Adams in Tassie, as he had obtained the remains of it off an old fella and he knew the history of the car.

With this photo and a good contact I have (he has the 1914 rego registry for Tasmania) we can confirm there were two Adams in Tasmania in 1914, the one in the photo and the one from which dad recovered the remains. Amazing how one photo has sent me on many hours of research.

- Simon Anderson



The Weekly Courier, 13 November 1913.
-reproduced from the Library of Tasmania collection.



Did you know?

First British model to sell a million?

The Morris Minor and 1000, from 1948 to 1961.

First European model to sell a million of a single model

– Volkswagen Beetle, by August 1955. It reached five million in 1961, and 10 million in December 1965.

The longest production run achieved by a basic car design (remaining broadly similar over the whole period) is of the Beetle [1938-94] - 56 years.

For many years, the unheralded Jowett flat-twin held the record (1911 to 1953, latterly as the Bradford station wagon!).

The world's first all-synchromesh gearbox in series production? No, not an American car, but Alvis of England in their 1933 Speed Twenty!

Steering column gear changes (manual box) were first introduced in US cars in 1938, and in Britain in a 1946 Triumph 1800.

Air conditioning on cars – Nash was first up with this feature in 1938, though in very rudimentary form.

World's most expensive flop in the car industry remains the US\$250 million lost by Ford on the Edsel, in 1958-60.

Turning lights on cars? 1932 Morris cars had direction indicators in red, orange, green – but they were judged illegal and next year replaced by the traditional semaphore arms.

Left hand drive is normal wear for all European cars – though all Bugattis were right hand drive, and Lancias were too, till 1956.

Did you know? Triumph's 1930s Southern Cross cars were so named in honour of Sir Charles Kingsford-Smith – a Triumph owner at the time!

Europe's quickest to a million sales, in the "classic" era, was the Renault Dauphine, 1956-60. It hit about two million in total, to 1966. Surprised by that one? I was.

When were De Sotos and Chryslers the same cars? From 1932 to 1937, in the UK, De Sotos were sold as Chryslers.

The first Australian car to be exported in significant numbers was the Holden, to New Zealand, in 1954.

Australian cars exported to Britain? Yes, in 1967, Valiants were exported to the UK to replace the big Humber sixes. Very few were sold!

People were making their own camper wagons 60 years ago, as the following 1952 magazine article explains!

Station Wagon Conversion

For a long while I have been convinced that a station wagon would be the ideal type of vehicle for my requirements. The problem was how to obtain one at a reasonable cost. Not only was a new one beyond my financial limit, but the new ones at present available were too small.

I required seating capacity for at least eight people; a floor area large enough to sleep on – for camping purposes – and a large rear door opening with sufficient distance from floor to roof to wheel an invalid chair bearing an arthritis-stricken patient into the rear of the vehicle, and then have enough headroom for her to travel in comfort.

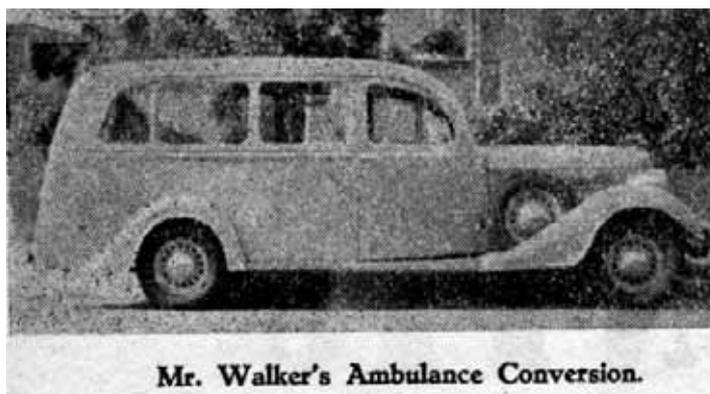
In short I required a maximum of everything – comfort, carrying capacity, space, easy loading and reliability.

Many a time I studied your station wagon book, but I finally decided that I did not possess the tools or the craftsmanship needed to build a really good job whilst I definitely do not like the "inside out" appearance which seemed to be a feature of so many designs.

I suppose I hit on the idea as a result of an accident; I was walking on the street one day and I saw the very thing I needed – already built but for a few minor alterations – an ambulance.

I watched the newspapers until at last I found the information I sought. A brand-new ambulance was being acquired in a certain district; the old one though still giving faithful service, looked a bit shabby and was advertised for sale – as a panel van. A reasonable offer secured it.

I replaced the frosted glass with clear safety glass. A body builder converted the panel immediately behind the driving compartment into a door (nearside only). I had seats made which were easily removable and convertible as bunks. I removed the special indicator lights set, sprayed the vehicle inside and out in the job was done.



An Unusual Addition to the Blue Oval

John Bailey discovered an addition to the badge on the back of his Ford Ranger after the family had been for Christmas. As well as raising a laugh, it turns out the substantial looking, if somewhat rude, badge is associated with a major Cancer Council fundraiser, the Shitbox Rally.

The event Facebook page says: "It's a rally, but what is different about this one is that we take shitty cars and see if we can drive them across Australia. During this time we will truly experience the Australian outback and raise money for Cancer Council."

The website explains further. "Box Rallies is the largest community fundraiser for Cancer Council in Australia, raising about \$5 million annually for cancer research through a number of very unique car rallies, Shitbox Rally Autumn, Shitbox Rally Spring and Mystery Box Rally."

"The original and our most popular rally 'Shitbox Rally' is where it all started, with the first rally in March 2010. Over the last 11 years we have raised over \$23 million for cancer research and we are still going. Shitbox Rally is not a race, rather a challenge to achieve the unthinkable ... to drive cars worth just \$1,000 across Australia via some of its most formidable roads, all in the name of charity.



"Shitbox Rally 2021 Autumn will be held May 22nd to May 28th, travelling from Alice Springs to Gold Coast via the Gulf of Carpentaria. Shitbox Rally 2021 Spring will be held October 9th to October 15th, travelling from Mackay to Darwin.

(Both rallies are fully subscribed - Ed)

Shitbox Rally was founded by James Freeman after he lost both parents to cancer 12 months apart. The events have always been about having fun, and not taking the serious task of raising money for cancer research too seriously.

More info: <https://www.shitboxrally.com.au>

Photo: from the event website

Station Wagon Conversion (ctd)

Built like a battleship on a 1935 Buick 8/50 chassis, I have a station wagon that:

- Rides like an ambulance;
- Can carry three passengers and 15 cwt.
- Can carry six passengers and 10 cwt – or up to 9 passengers.
- Has a floor area approximately 8 foot 3" x 5'.

By resting cross pieces from the window ledges on one side to those on the other to support the bunks, four people can sleep inside; two up and two on the floor.

Adequate floor to roof distance of 4'6" and a rear door opening to 4'6" by 4'3", together with a wide folding step, gives very easy loading, whilst a complete set of blinds, a built-in fan and a good interior lighting all make for added comfort.

The body is fully lined and insulated and has one winding window, one fixed and one no draft on each side.

Indeed so far it seems to have only one drawback – whenever I stop for a minute or two I have to be prepared to answer all sorts of questions from interested, puzzled motoring enthusiasts.

- W Arch Walker in the Australian Monthly Motor Manual, March 1952.

A joke from the frozen USA

One winter's morning while listening to the radio, Bob and his wife hear the announcer say: "We're going to have 4 to 6 inches of snow today. You must park your car on the even-numbered side of the street, so the snowplough can get through."

Bob's wife goes out and moves her car.

A week later while they are eating breakfast, the radio announcer says: "We are expecting 6 to 8 inches of snow today. You must park your car on the odd numbered side of the street, so the snowplough can get through."

Bob's wife goes out and moves her car again.

The next week they are having breakfast again when the announcer says: "We are expecting 8 to 10 inches of snow today. You must park ..." - then the electric power goes out.

Bob's wife is very upset, and with a worried look on her face she says: "Honey I don't know what to do. Which side of the street do I need to park on so the snowplough can get through?"

With the love and understanding in his voice that all men who are married to blondes exhibit, Bob says: "Why don't you just leave it in the garage this time?"

-- thanks to Peter Telfer



Fordson Major Tractor

Agricultural models, 1945 – 47

First published in the *Motor Trader* May 5, 1948.

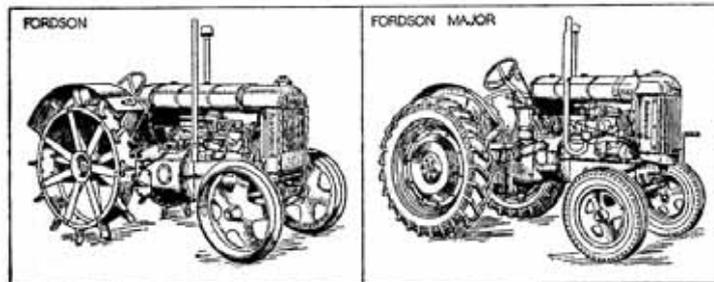
Manufacturers: Ford Motor Company Limited Dagenham, Essex

Introduced in 1945, the Major tractor (model E 27 N) superseded the model N Fordson. The engine is practically the same, except for the provision of electric starting, but the transmission is entirely different, from the single plate clutch to the spiral bevel and spur reduction final drive gears, which replaced the multi plate clutch and worm gear final drive.

Apart from the industrial model, which has a petrol carburettor, rear wheel brakes and a cab, there are three models for agricultural work. The basic agricultural tractor has a fixed track front axle and steel wheels, the rear

wheels being 9 inches wide. The land utility model is similar but has pneumatic tires. An adjustable track front axle is fitted on the row crop model, which has 4½ inch wide rear wheels or pneumatic tires. Electrical equipment – lighting and starting – and steering brakes, operating on the differential and final drive pinion shaft, are optional on all three models.

Tractor vaporising oil is the standard fuel for the agricultural tractors. For export to certain countries where gas oil is widely used, an extra low compression engine with a special vaporiser is available. Certain engineering changes have been made during the currency of the tractor. All proprietary components fitted on the tractor, such as the latest steering gear and hydraulic lift, are serviced through the Ford organisation.



BRITISH & COLONIAL MOTORS LTD

NEW CARS

THE FOLLOWING NEW CARS ARE AVAILABLE FOR IMMEDIATE DELIVERY

AUSTIN A30 2-door, A30 4-door, A40, A50, A90 Saloons. A40 Countryman and Princess L.W.B. Limousine.

DAIMLER Century, Conquest and One-Of-Four Saloons.

FORD Popular, Anglia, Consul, Zephyr and Zephyr Zodiac Saloons.

HILLMAN Minx Saloon and Husky.

JAGUAR Mark VII Saloon. (Automatic gearbox).

LAND-ROVER (All models)

MORRIS Cowley, Oxford and Isis Saloons.

MORRIS Oxford and Isis Travellers.

M.G. Magnette Saloon.

RILEY Pathfinder Saloon.

ROVER "75" Saloon.

STANDARD Super Ten, Super Eight and Family Eight Saloons.

STANDARD Vanguard Estate Car.

TRIUMPH TR2 and TR3 Sports.

WOLSELEY 4/44 Saloon.

USED CARS

A SELECTION FROM OUR STOCK

1955	AUSTIN A40 Cambridge Saloon, 5,000 miles..	£590
1955	AUSTIN A90 Saloon de Luxe, Radio, Heater, 3,000 miles only	£795
1955	CHEVROLET Bel-Air 4-door Saloon, V8 Engine, Radio. Other extras, 5,000 miles	£1,745
1955	CHEVROLET Bel-Air 4-door Saloon, R.H.D., 6-cylinder engine, Radio, Heater, 4,000 miles	£1,725
1955	FORD Popular Saloon, 3,000 miles, extras	£395
1955	RILEY Pathfinder Saloon, 6,000 miles..	£1,135
1955	ROVER "90" Saloon, Heater, 4,000 miles	£1,285
1955	STANDARD Vanguard Saloon, 9,000 miles..	£645
1955	VAUXHALL Velox Saloon, Heater, 9,000 miles	£695

13/14 UPPER ST. MARTINS LANE
W.C.2

(adjacent to Leicester Sq. Tube Station)

TEMPLE BAR 3588

3rd bi-annual

WANGARATTA HISTORIC MOTOR SHOW & FLY IN



Proudly presented by:

- Historic Commercial Vehicle Club Australia – Northern Branch
- Warby Engine Club
- Lions Club of Wangaratta
- Early Holden Car Club Wangaratta Inc.
- Veteran, Vintage & Classic Vehicle Club of Wangaratta Inc.
- Harry Ferguson Tractor Club of Australia.
- Precision Airmobile & Classic Air Adventures
- Wangaratta Rod & Custom Car Club
- Rural City of Wangaratta

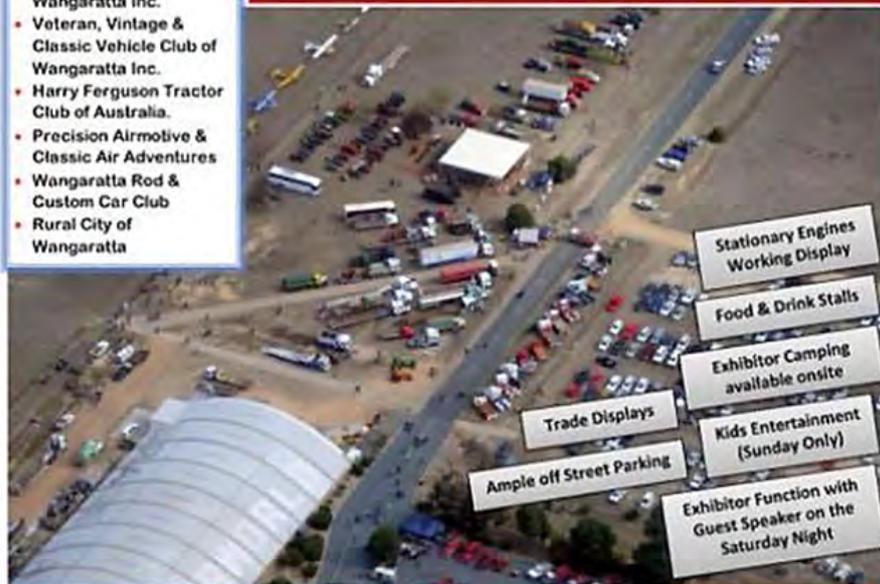
18th April 2021

**\$20 entry
U/15 free**

Wangaratta Airport

Greta Road (C523), Wangaratta

The most diverse display in the Southern hemisphere



Stationary Engines Working Display

Food & Drink Stalls

Exhibitor Camping available onsite

Kids Entertainment (Sunday Only)

Exhibitor Function with Guest Speaker on the Saturday Night

Trade Displays

Ample off Street Parking

Exhibitor Pass available from supporting clubs.

All exhibitors MUST be in place by 8.30am on the day.

More information contact Richie ph: 0448 908 509 or email: northvichovca@gmail.com

Bookings for Camping or Saturday Night Dinner Function – contact Mick

ph: 0411 980 686 or email: micktaws71@gmail.com

NOTE

Open to Public from
9.00am Sunday

COVID Regulations Apply

FOR SALES, WANTED & CLUES

For Sale:

1982 Falcon Station Wagon. 4 spd Manual. 4.1 litre. A daily driver till recently. One owner. Mechanically good. No rego. VIN JG31AJ61738C. Some body work and windscreen required for RWC. Spares with car. Suit resto. Asking \$300, negotiable. Call Adrian 0429 051 181. **1/21**



Pair steel ramps \$60. Karcher pressure washer \$65. Oil - 4-litre containers \$10 ea. Lots of Peugeot parts, including 16" wheels with tyres & tubes, a complete engine rebuild kit & gearboxes. Workshop manuals for Peugeot 203, 403, 505 & 604. Set of 4 Michelin tyres near new 16 X 195 \$300. Many other parts, including for Isuzu Bellett. Call me to see if I have what you need. Kevin 5248 3032. **12/20**

Club Activities

Club activities remain curtailed, however small group events are being run. The committee continues to monitor the situation.

Annual General Meeting

The 2020 AGM is planned for 12 January 2021. Your current Committee will stay in office until an AGM can be held.

Red Plate registration renewals. Contact Gus Shea directly to arrange for your paperwork to be signed if it falls due in the coming months. Ph Gus on 0400 203 151.

Backfire

Don't give up on me now! Contributions welcomed over the summer season. Keep up the great work! Help us all to stay in touch.

Website

Check it out at www.wdhvcgeelong.com

25 JAN - MONDAY

FEBRUARY BACKFIRE DEADLINE.

Contact: Jon Breedveld 0417 311 441

FOR SALES, WANTED & CLUES

For Sale:

1960s Sunbeam Rapier

Series 111A. Fully restored but may need some final cosmetic work. Rego INA 682. \$15,000 ONO. Call John Blackney on 0418 636 654. **11/20**



Wanted:

1985 KB Laser (for parts). Prefer the following: manual; blue interior; minimal rust in doors & bonnet; straight front right quarter panel; Geelong/Melbourne area (will travel for a rust free example). Call or text James 0466 580 922. **1/21**

1927 Oldsmobile I wish to buy a LHS REAR AXLE to suit. Dimensions: length 765mm; diam. 30mm, with 10 splines. Call Karl 5284 1451. **12/20**

For sale/wanted ads are free to Members and 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 <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 (Ph 0418 587 415).

Covid Quips

And in the end, mankind used so much toilet paper that they wiped themselves out.

When this virus thing is over with ... I still want some of you to stay away from me!

Had I known in March that it was the last time I would be in a restaurant, I would have ordered the dessert.

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.

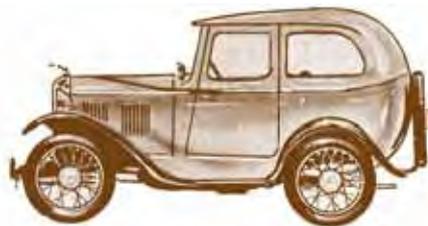
If undeliverable return to:

WDHVC
PO Box 200
Newcomb VIC 3219

Backfire

PRINT
POST

POSTAGE
PAID



1926 Austin Swallow