

BACKFIRE

Volume 50 No 10 February 2017

PO Box 200 Newcomb VIC
3219



See inside for
celebration details

50th Anniversary
March 2017

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



Packard



Monaro



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

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PRESIDENT'S REPORT

Greetings to all,

Another month has come and gone.
Hope it's been a happy one for you.

Coming up, a bus has been booked for the Ballarat Swap, Saturday 25 February. It is a 24 seater, cost per person is \$15, first in best seated! We will be leaving the clubroom at 6am. Please put your name down, and pay up, if interested, at the next meeting.

The Club's anniversary - our biggest event in 50 years - is coming up. The planning committee has things under control.



Tickets for the dinner will be available again at the next meeting, and those 85 who have paid will be able to collect their tickets. Remember, this is your one and only opportunity to attend a 50th Anniversary event!, so let's make it a splendid affair!

You are welcome to invite friends to make up your own tables: the cost for members is only \$35, and non-members \$65. Dress code - men, jacket and tie; ladies- semi formal please.

That's about enough from me, let's all get out there in our cars and enjoy this glorious summer.

Cheers,

John.

GENERAL MEETING MINUTES

MINUTES OF GENERAL MEETING No 564 OF THE WESTERN DISTRICT HISTORIC VEHICLE CLUB INC.
HELD AT THE CLUBROOMS ON TUESDAY 10TH JANUARY 2016 at 7.30PM

PRESIDING

President John Bailey opened the meeting and welcomed 116 members and visitors to meeting No 564.

APOLOGIES

Sandra Boast, Peter Boast, Brian Edwards, Betty Jenkins, Graeme Peacock, Lorraine Roach, Glenys Turner, Raelene Pretlove, Ken Parry, Lorraine Lee, Alex McLaws, Tim Booley, Ron Smeelie, Ken and Sandra Batson, Hank Fiolet.

Moved Jim Coates Seconded Damien Giustini
Carried

SICK LIST

None

MINUTES

Moved Ray van Galen, seconded Graham Baldock: that the minutes of the previous general meeting as published in the *Backfire* be confirmed as a correct record.
Carried

CORRESPONDENCE INWARD (Fred)

Letters in:

- Moe Racing Club invitation to the annual Horses and Horsepower car event on 19 Feb.
- Bendigo National Swap Committee volunteer payment 2016.
- Loddon Shire invitation to attend attractions in their shire.
- Bendigo Bank statements and cheque.
- VicRoads rego renewal for BBQ trailer.
- Marie Batson thank you letter for the recent Club sympathy card.

Emails in:

- Alvah Art Gallery Dunolly invitation to attend their venue.
- Historic Winton 27 and 28 May seeking pre 1960 Rob Roy Hill Climb vehicles.

CORRESPONDENCE OUTWARD

Letters out:

- Sympathy card to Marie Batson on the passing of her mother.

Emails out:

None.

Moved Gus Shea Seconded Ken Parker. Carried

TREASURER REPORT (Maurice)

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

Moved M Healey Seconded Leonie Saliba.

Carried

PROGRAM DIRECTOR (John)

Update on 50th Anniversary plans.

LIBRARY (Gary)

Thanked Clive Shaw's donation of a book in memory of Jocelyn.

DINE OUT (Gary)

Next dine out will be Queenscliff Fish and Chips.

EDITOR (Jon Breedveld)

Thanked members for their contributions.

FEDERATION REPORT (Max/ Cheryl)

Next meeting in February.

COMMITTEE REPORT

Cheryl provided update, noting group booking confirmed for the Seasick Rally.

Focus is on the 50th Anniversary planning.

TINKER DAY (Ray)

No Tinker day in January. Feb day will be in Portarlington. See the *Backfire* for details.

MARS BAR AWARD (Ray)

Jan Clissold picked Barry Collinson and won the jackpot.

VEHICLE PERMITS (Gus)

Gus handed over to Cheryl Elliott who talked about her Valiant on display this month.

CRAFT NIGHT (Linda)

Next meeting in two weeks. Members should bring any unfinished project from last year.

RALLY REPORTS/EVENTS (Rod)

- Rod provided an update on the Ken Shepherd Tinker Day attended by 62 members.
- Dallas Jones spoke on the Smell the Roses adventure.
- Gus Shea said attendance was down for the Vintage Machinery Day due to the hot weather.

GENERAL MEETING MINUTES ctd

- Ken Parker said the weather also kept the crowd numbers down for the Drysdale Classic Car Show.
- 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.
- 25 Feb - Ballarat Swap meet with a bus hired for the day
- 5 March - Sea Sick rally

LONG DISTANCE RALLY (Sharyn)

No report

TECH NIGHT (Peter)

Peter detailed the next tech. night to be about interesting maps.

SWAP MEET (Fred)

Two indoor sites still available.

KITCHEN (Rhonda)

No report this month.

GENERAL BUSINESS

- John thanked Graham and Fred for their work on the display cabinet for the Ray Matthews badge collection.
- Members were advised that the Committee report was read out at the following meeting and cannot be included in the *Backfire* due to its wide distribution.
- Next Committee Meeting is on 23 Feb.
- John thanked David for his great work on the Anniversary Badge production.

FOR SALES, WANTED & CONFESSIONS

None

Meeting closed at 8:20pm.

Next meeting to be held at 7.30pm on 14th February 2017 in the clubrooms.

THE GOOD OLD DAYS!

I remember the cheese of my childhood
And the bread we cut with a knife.
When children helped with the house work
And the man went to work, not the wife.

The cheese never needed an ice crest
And the bread was so crusty and hot.
The children were seldom unhappy
And the wife was content with her lot.

Remember the milk from the billy
With yummy rich cream on the top?
Our dinner came hot from the oven
And not from a fridge in a shop.

The kids were a lot more contented
They didn't need money for kicks,
Just a game with their mates in the paddock
And sometimes the Saturday flicks.

I remember the shop on the corner
Where a penny's worth of lollies were sold.

Remember when the loo was a dunny
And the pan man came at night,
It wasn't the least bit funny
Going out the back with no light.

On daytime trips to the outhouse
Many items of interest we saw
On squares of cut up news paper
That hung from a string on the door.

The clothes were boiled in a copper
With plenty of rich creamy suds
And the ironing seemed never ending
As mum pressed everyone's duds.

I remember the slap on the backside
And the taste of soap if I swore.
Anorexia and diets weren't heard of
And we hadn't much choice what we wore.

Do you think that bruised our ego?
Was our initiative quite destroyed?
We ate what was put on the table
And I think life was better enjoyed!

I remember the "good old days"



**when "snap, crackle and pop" were sounds
I heard from my cereal, not my body!**

WELCOME TO 2017

This year is of particular significance to The Western District Historic Vehicle Club Inc as we celebrate 50 years since our formation.

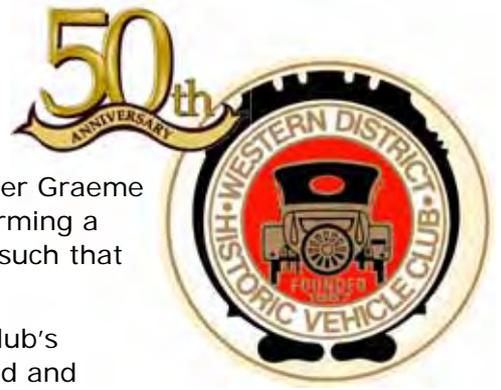
In March 1967 a small group of enthusiasts, including current member Graeme Anderson, gathered in a private home to discuss the possibility of forming a club. In April 1967 a public meeting was held and the response was such that the W.D.H.V.C was immediately formed.

As part of our 50th year celebrations, we are recalling some of the club's activities over the years and we salute those members who organised and developed the club into the great organisation we have today.

We have a great Club that has excellent facilities for our member use. The W.D.H.V.C is financially stable, with excellent activities. Our club is well respected in the community where we support various activities.

While we respect and remember the past, the main purpose of our 50 year celebration is just that. We are celebrating the great success of our club as it functions now in 2017, and we urge all members to join in the 50 year celebration activities, as we look forward to an even greater future.

We have some excellent activities planned for the celebration, and we invite everyone to actively participate in this significant milestone event.



REMEMBERING 50 YEARS OF THE WDHVC - 1967 to 2017

The Melbourne Zoo Visit 1998 - by Trevor Schneider

On 29th April 1998 the Club Rally Coordinator, Ken Batson, organised a trip to the Melbourne Zoo.

It was arranged that the 204 Club members attending, would travel in the late John Masterson's historic bus fleet, using five 1950's style buses plus two modern coaches, which enabled members to alternate between the vehicles.

In the April 1998 "*Backfire*" Barbara and Colin Chappel reported on the success of the day, noting that arrangements were made for the buses to be parked inside the Zoo grounds. Barbara particularly mentioned that the old buses reminded her of travelling to school in similar vehicles.



The Bellarine Bus Lines (John Masterton) buses are pictured above. This shot was taken on 21 August 1994, when the bus fleet was used during a Surf Coast Rally. The lead bus in the photo is a 1946 Bedford OB with a Grice body. It was originally operated in Toowoomba, Qld until the mid-1970s, before being acquired by John Masterton, who then completed a superb restoration.

Driver Classics purchased the Bedford in July 2000. Although General Motors sold complete Bedford OBs as forward control buses, other bus body builders such as Grice from Sydney, built bodies without modifying the chassis and retained the conventional layout as was done with this example. This Bedford OB is powered by a Bedford 214ci, 6 cylinder, petrol engine with a 4 speed constant mesh transmission.

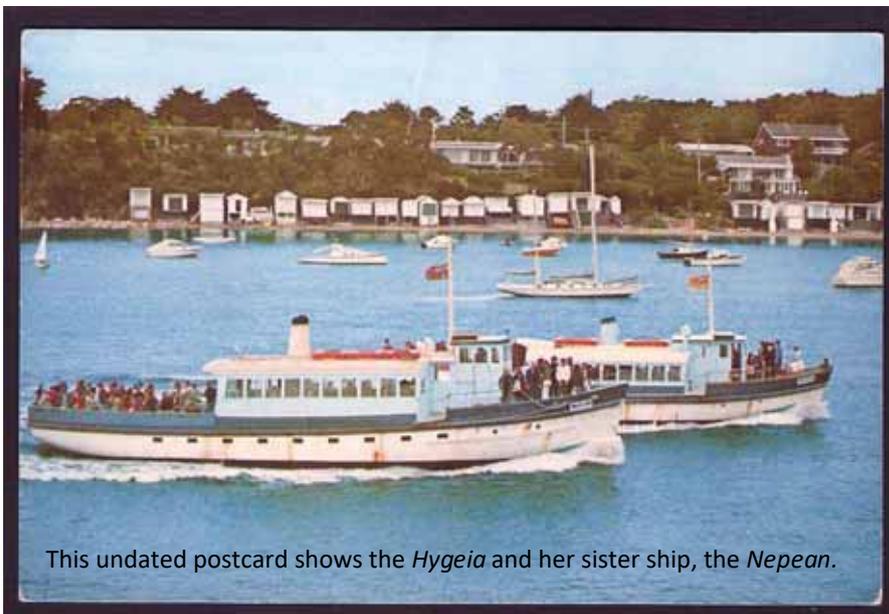
REMEMBERING 50 YEARS OF THE WDHVC - 1967 to 2017

Getting the Seasick Rally into Motion - by Max Tucker



During the late 70s a Christmas rally organised by the club saw 40 adults and 20 children leave from Queenscliff and travel on the ferry across the bay to Sorrento.

Most members brought a picnic lunch which was consumed in the beach area. We took part in some fun and games, before returning to Queenscliff. This was before the car ferry was operating and the boat we sailed in was comparatively small, so you bounced around a bit while on the water (a few were "seasick") and against the pier, which made getting on and off quite tricky. One of the ferries was the *Hygeia*. This boat is still in existence today.



This undated postcard shows the *Hygeia* and her sister ship, the *Nepean*.

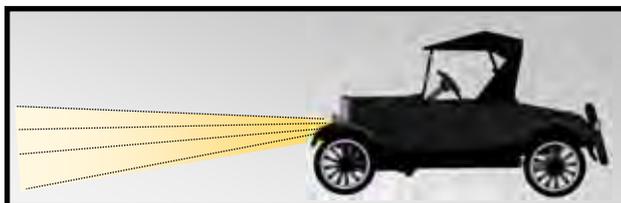
"The Seasick Rally" Proper

The Mornington Peninsula Historic Vehicle Club came across to Queenscliff on the ferry in 1982 and our club met with their members for a picnic lunch. The next year we travelled to their side of the bay and were hosted by their club members.

This event was the start of what became known as the "seasick rally", where the clubs alternated travelling and were looked after by the host club. It is still an annual event, with the next one happening soon!

The late night rally - by Max Tucker

**Sundown to Sunrise - held on Saturday 2 December/
Sunday, 3 December 1972.**



At about 8.45pm the 10 entrants started on the first section of the rally from "Woollies".

They drove through Fyansford, along the Hamilton Highway, across to Ceres then through Moriac to the first control point in the car park of the Winchelsea Hotel.

On the second section we travelled via Inverleigh and Meredith to Steiglitz to finish next to the old cemetery.

The final stage of the event then proceeded to the You Yangs via Little River and Lara, to complete the rally.

With CFA approval a barbecue breakfast was enjoyed by the entrants and navigators, who completed what seemed to be a very long and enjoyable rally.

Thanks were given to Bruce Williamson and Keith Smith who organised the night rally.

Entrants

- Ian Mann – 1934 Talbot
- Ray Matthews – 1934 Chrysler
- Doug Ritchie is – 1929 Dodge
- Max Tucker 1929 Pontiac (1st)
- Nigel Bartlett – Armstrong Sidley
- Trevor Schneider – 1928 Ford A (3rd)
- Tom Anderson – 1930 Ford A
- Gordon Roberts – 1933 Plymouth (Ballarat)
- Ron Woods – 1934 Hillman (2nd)
- Graeme Anderson – modern.

Distance travelled about 140 miles.

*Footnote: "We couldn't see where we were going!"
When talking about this rally, Max explained that one reason the cars went slowly was so as not to outrun the headlights on the old 6 volt systems!
- Ed*

CALENDAR OF EVENTS

WDHVC EVENTS

See also -
monthly calendar
on back page.

JANUARY

NO TINKER DAY or SMELL THE ROSES

No runs in January during the holiday period.

24 JANUARY - TUESDAY.

CRAFT/TECH NIGHT - MAPS

Be there at 7pm, for a 7.30pm start.

Peter Telfer

FEBRUARY

SMELL THE ROSES DAY

February ride to be organised by other riders - Ray is not be able to ride after knee surgery. Details TBC.

12 FEB - SUNDAY

GEELONG WATERFRONT CAR DISPLAY .

Meet on the Customs House Lawn at 10.30am. . Entry via rear lane at Novatel.

14 FEBRUARY - TUESDAY

GENERAL MEETING 7.30pm Clubrooms

15 FEBRUARY - THURSDAY

DINE OUT 6-6.30pm Picnic in the Park.

The Esplanade, North Shore. Toilets & BBQ available. Look forward to seeing you there.

16 FEBRUARY - THURSDAY

TINKER DAY

Ray will be indisposed so Rod Roach will lead you astray. Start at Clubrooms at 10.30am, Rod will lead you to the Portarlinton roundabout, where you will do a left turn first and then a right turn, so as to meet up at the tall Cyprus tree area on the waterfront beach of Portarlinton. A short walk will get you to the new ferry service. BYO everything (including mozzie spray) or buy in Portarlinton.

Contact Rod Roach 0438 783 902.

21 FEBRUARY - TUESDAY.

COMMITTEE MEETING 7.30pm

24 FEBRUARY - FRIDAY

BACKFIRE DEADLINE

All material for the March edition to the editor by today please. editor@wdhvcgeelong.com.au

25 FEBRUARY - SATURDAY

BALLARAT SWAP MEET

Club running a bus. Members \$15 P/P. *Contact Rod Booley 5281 5340*

26 FEBRUARY - SUNDAY

HEPBURN MINERAL SPRINGS RESERVE

BYO Picnic Lunch Meet at Batesford Road House Carpark, 10am. *Contact Rod Booley, 5281 5340*

5 MARCH - SUNDAY

SEA SICK RALLY TO MORNINGTON PENINSULA.

Contact Cheryl Elliot 5248 0734.

10-13 MARCH

AVOCA RUN

If you would like to come, the Pyrenees Motel still has rooms available. Contact the motel directly to book - ph 0499 009 470. *Gary McCredden 5275 2544.*

13 MARCH - MONDAY

GEELONG WATERFRONT CAR DISPLAY

(Labour Day Weekend). Meet on the Customs House Lawn at 10.30am.

18 MARCH-SATURDAY

50TH ANNIVERSARY DINNER DANCE

Geelong Football Club.

19 MARCH-SUNDAY

GEELONG HIGHLAND GATHERING

As usual, we can display about eight cars. Meet at 9am at the corner of Matthews & Cox Road, Corio, before proceeding to venue with our passes. Call Rhonda Foran 5248 2553 or 0409 841 700 if interested.

26 MARCH - SUNDAY

50TH ANNIVERSARY BBQ & CAR DISPLAY

Showgrounds. Assembly 10.45am (veteran & vintage) 11am (other vehicles) BBQ lunch from 12 noon.

9 APRIL - SUNDAY

GEELONG WATERFRONT CAR DISPLAY .

Meet on the Customs House Lawn at 10.30am. Entry via rear lane at Novatel.

23 APRIL – SUNDAY

LADIES DAY

26 APRIL - ANZAC DAY

BBQ BREAKFAST

21 MAY - SUNDAY

NATIONAL MOTORING DAY

OTHER CLUB EVENTS

5 FEB - SUNDAY

COLAC & DISTRICT HERITAGE FESTIVAL.

WDHVC 50TH ANNIVERSARY

March 2017 marks 50 years since the Club began.

To celebrate this important event we are arranging *two major events*.



Anniversary Dinner

Saturday 18 March 2017

**Captains Room, 3rd Floor, Premiership Stand
at the Geelong Football Club (Skilled Stadium)**

Sit down three course meal. Master of Ceremonies - President John Bailey

Musical entertainment provided by Soul Sister Swing.

Cost: \$35 per club member (\$65 for non members)

It promises to be a great event, not to be missed. Make up a table of members and friends now!

Money for the Anniversary Dinner will be collected at the February meeting. If you paid in January, tickets can be collected at the February meeting. Tables of 10: \$35/member and \$65/non member. Bookings will only be taken when money is paid.

Tell Libby or Sharon of any special dietary needs at February meeting.

CUT OFF FOR BOOKINGS IS 1 MARCH.

There is a lift to the Captains Room on the 3rd floor of the Premiership Stand.

**Anniversary Dinner
is here.
Captains Room
3rd Floor
Premiership Stand**



Club BBQ lunch

Sunday 26 March 2017

WDHVC Clubrooms/Showgrounds.

BBQ lunch (sausages, hamburgers, salads, bread and butter, tea and coffee) provided from 12 noon. Anything else you require is B.Y.O. PLEASE put your name and number of people on the list at the February or March meetings for catering purposes. NO name = NO lunch.

Includes a **mass gathering of as many of our vehicles as possible** on the oval for a commemorative photo that can join the gallery on the clubroom wall.

Assembly times. Veteran and Vintage vehicles at 10.45am as they are to be in the front row. Other vehicles from 11am.

These are must-go-to events so get them in your diary now!!!!!!

TOYOTA

RELIABILITY



DOUBLE CHECKED 100 TIMES

When you choose Toyota Corona you get one of the world's most reliable cars. A hundred close and careful checks are made before it leaves the factory — and again before it is exported.

You'll be seeing the Toyota Corona: you can't miss that specially neat Japanese styling. Look closely and note the fine attention to detail, the double deep acrylic paintwork. See how silently Toyota cruises (up to 90 m.p.h. in top gear), how smoothly it copes with traffic.

Toyota offers the connoisseur a new class of de-luxe 1500 cc motoring. Its features include self-adjusting brakes, alternator, electric wind-screen washers, dual-speed heater blower and four sealed-beam headlamps. See Toyota Corona soon — it's Japan's most exciting new export!

TOYOTA CORONA 1500 SALOON £777 inc. P.T.
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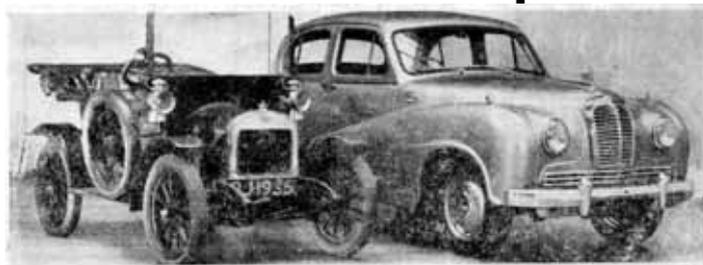
A PRODUCT OF JAPAN'S LARGEST MOTOR MANUFACTURERS
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Advert from "Practical Motorist" December 1966

Transition in Transport ...



The new Austin A70 Hereford saloon pictured standing beside its lineal forebear, the original single cylinder Austin Seven of 1909.

The A70 Hereford is an improved version of the Hampshire. It has a somewhat larger body — a 5-6 seat, four-door saloon — and the wheelbase is larger. A new surround carries the built-in headlights and is readily detachable. Another modification concerns the sidelights which are no longer submerged in the wings but mounted on them in the ordinary manner, so that the red pilot lights on the top of their shell are visible from inside the car.

- excerpt from The Australian Monthly Motor Manual Motor Show Souvenir edition - April 1951.

Your free 50th Anniversary badge must be collected in person. Extra Badges & Caps on sale now



CLUB MERCHANDISE

Show You Belong

The WDHVC has items on display in the cabinet at the rear of the Clubrooms for members to purchase.

Those wishing to proudly show their membership of our club can select items including:

Coffee Mugs	\$15
Lapel Badges	\$10
Metal Car Badges	\$25
Black Geelong Plates	\$33

If you are interested please contact David Mitchell (Ph 0409 099 716) or Rod Roach (Ph 0438 783 902).

Affordable British Classics

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

BMC 1100/1300

ONE of the most popular shapes on Britain's roads for nearly two decades was that of the Issigonis-designed 1100 and 1300, the UK's best-selling car for nine of the ten years following its launch in 1962.

In direct opposition to the Cortina, the 1100 was a highly advanced car, whereas the Ford was totally conventional. It took the Mini concept a stage further, using the transverse-engine, front-wheel drive arrangement to great advantage, giving plenty of room for four adults in a compact shell.

Introduced in Austin and Morris 1100 form, more luxurious Wolseley, Riley and MG versions were added later. The 1300 variants were noticeably more powerful, while the twin-carburettor 1300GT had performance which matched, more or less, that of the MGB.

All versions were extremely pleasant to drive, with comfortable seating and light controls. They had excellent ride and handling characteristics, cornered



Wolseley version of the 1100 had extra luxury and better trim

particularly well, and were quite speedy – the standard 1300 had a top speed of 90mph and would cruise all day at 75mph. The rack and pinion system provided extremely precise steering.

All models used the integral engine/gearbox arrangement pioneered in the Mini, the A-series engines providing

legendary mechanical reliability. Many 1100s and 1300s on the roads today have never had major mechanical repairs.

Unfortunately, the same cannot be said of the bodywork. Like most cars produced in the sixties and seventies, the 1100/1300 series rusted badly, and

structural corrosion problems can prove particularly expensive.

Check the front and rear sub frames especially carefully, along with the entire floor, the sills, wings and bulkheads. Look out for leakages in the Hydrolastic suspension, not too difficult to put right, listen to the gearbox for a noisy idler gear, and check for worn constant velocity joints.

Best buys are the more luxurious versions, and the twin-carb 1300s, but all are enjoyable, satisfying cars. Expect to pay around £400 for a usable 1100, and up to £1500 for a really good 1300GT.

ENGINE/POWER

1100	1098cc/50bhp
1300	1275cc/60bhp
1300GT	1275cc/70bhp

SPEED

1100	80mph
1300	90mph
1300GT	100mph

PRODUCTION1962-74

ECONOMY 34-42mpg

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!

Quotes About Cars

"Someone once told me that if I were a car, I'd be a Ferrari. One that was scratched smashed, rusted, and stolen."

- Jarod Kintz

"[A Bugatti Veyron is] quite the most stunning piece of automotive engineering ever created....At a stroke then, the Veyron has rendered everything I've ever said about any other car obsolete. It's rewritten the rule book, moved the goalposts and in the process, given Mother Nature a bloody nose."

- Jeremy Clarkson

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.

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

PEUGEOT 604 (1975 – 86)

Specifications

Top speed: 190KM/H (118MPH)

0-96KM/H (0-60MP/H) 9.4 SECS

Engine Type: V6

Displacement: 2849CC (173CI)

Weight: 1408KG (3131lb)

Mileage: 12.8L/100KM (22MPG)

Few people remember the 604, and that's hardly surprising given its styling, which is so dull it could have been the template for a three-box salon. Still, the 604 was truly enormous and extremely comfortable.

Where it fell down was in the execution. French executive cars have never had a great reputation for build quality, and the 604 was no exception, with trim that worked itself free of the bodywork and the sill that rotted from the inside out, so you couldn't see the rust coming through until it was too late to do anything about it.

It was also unrefined, and drank fuel in its V6 gasoline guise. In its defence, it was one of the first commercially successful diesel-powered cars, and the 604 provided stalwart service to many a Parisian taxi driver with a 2.3litre oil-burner under the hood.

If the 604 had one saving grace it is that it was the first car to introduce the turbo-diesel engine on the unsuspecting public, from 1979 onwards. Luckily, the 604 was closely related to the spectacularly bad Talbot Tagora, which at least proved it wasn't the worst executive car in the world.

It might have been 'The best Peugeot in the World' when it came out, but the 604 was a long way from being one of the best cars in the world.

The steel wheels and the chunky plastic bumpers mark this out as the 'taxi' version of the 604, which in diesel form was popular with the cabbies of Paris.

Peugeot wanted to make sure the 604 had class-leading ride, so the suspension was deliberately made to be very soft to aid shock absorption. In reality, this just made it bouncy, while the handling was indifferent, to say the least.

While it may not have been a great car at least the 604 was comfortable. Exceptionally comfortable, in fact, with rear leg room to rival that of a Rolls Royce Silver Shadow.

The 604 didn't have panels so much as enormous slabs of metal, and the uncompromising styling didn't lend itself to rust prevention. The door were unusually the first to go, followed by the rear valance and the front scuttle panel.

Power came from a choice of V6 gasoline engine's or a 2.3litre (140 CI) diesel. The turbo-powered unit was a first in the executive car class, but it was dreadfully slow and lacking in refinement. Gasoline units were much better, but these had an alarming (and expensive) thirst for fuel.

The 604 turbo-diesel engine paved the way for today's diesel-powered motors, but the fact that nobody can remember where it started proves beyond doubt how forgettable the 604 really was.



The Ferguson tractor

TE - 1946 to 56.

Manufacturers: Harry Ferguson Ltd, Fletchamstead, Coventry.

The Ferguson TE20 was an agricultural tractor designed by Harry Ferguson. By far his most design, it was manufactured from 1946 until 1956, and was commonly known as the *Little Grey Fergie*. It was lightweight but effective, and a popular collector's item for enthusiasts.

When this tractor was first introduced late in 1946 it was fitted with a Continental petrol engine as an interim measure until the Standard engine was ready for production. The complete tractor was built by the Standard Motor Company for Harry Ferguson Ltd, who were concerned with design, sales and service.

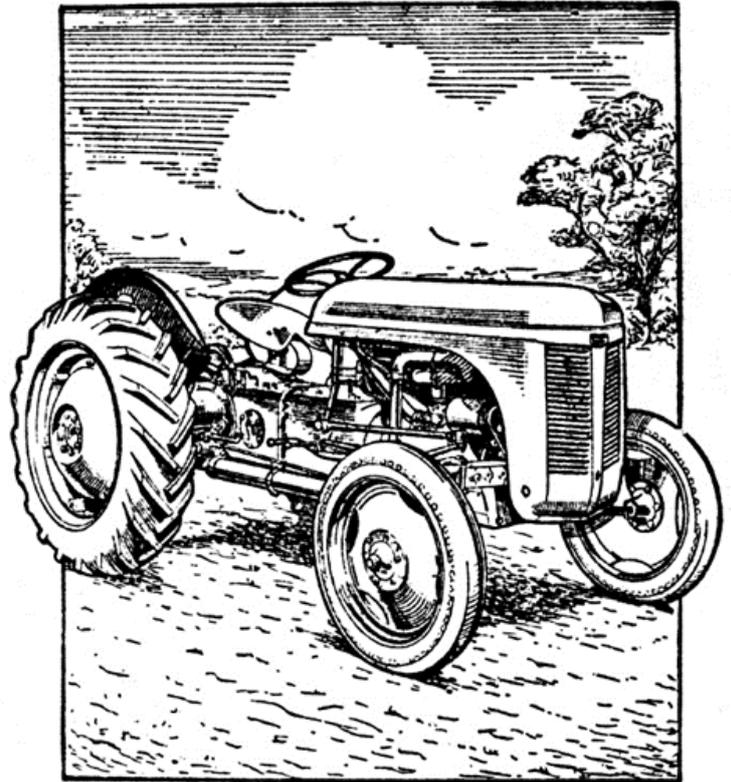
The Standard engine was first produced for the tractor in June 1947, though some Continental engines were fitted since that date, according to supply. During 1949 an engine was modified to run on vaporising oil was introduced as an alternative to the petrol engine,

The TE range of Ferguson tractors built upon 30 years of continuous development of 'The Ferguson System' from 1916. The first work was to design a plough and linkage to integrate the tractor with its work in a manner that was an engineering whole. The automatic control system is now employed by almost all tractor manufacturers worldwide. A British patent was applied for by Harry Ferguson in 1925 and granted the following year.

By the early 1930s the linkage design was finalised and became adopted as an international standard. Just one prototype Ferguson System tractor, known as the Ferguson Black, was built to further technical development and for demonstrating to potential manufacturers.

During 1936 the first production Ferguson tractors were built in Huddersfield, Yorkshire, by the David Brown Company.

This tractor, the Ferguson Model 'A', incorporated Harry Ferguson's hydraulic control system, the key to solving sensitive automatic control of three point mounted implements and patented on 5 February 1936. The combination of Ferguson's converging three point hitch, with his 'suction side control' valve is the key to the success of all subsequent Ferguson and later Massey Ferguson tractors, the most important of which are the TE and TO 20 models



To get volume production with lower costs, following a demonstration of his tractor before Henry Ford Senior in October 1938, Ferguson made a handshake agreement with Ford to produce the Ferguson tractor in Detroit starting in mid-1939. About 300,000 of these tractors, known as 'Ford Fergusons', were produced up to 30 June 1947.

During the war years the Ferguson design team developed many improvements to both tractor and implements and began make arrangements to manufacture in the United Kingdom. The agreement with Ford in 1938 was to include production at the Ford plant at Dagenham, Essex, but the UK Ford company would not do it.

By 1945 Ferguson had made a manufacturing agreement with the Standard Motor Company of Coventry to produce a Ferguson tractor incorporating all their latest improvements, to be known as the TE20. As well as allowing Ferguson to get his tractor into full production, the deal was of great benefit to Standard as the tractor would be built in its huge 'shadow factory' which had been an aero engine plant during World War II but was now standing empty and was of no use to this relatively small car company.

Standard developed a new wet-liner engine for the tractor, which would in turn be used in Standard's road cars, such as the Vanguard.

(continued overleaf)



Harry Ferguson remained Chairman of Massey Harris Ferguson until 1957, when he left over an argument over the Ferguson TE60 or LTX project as it was known. He continued his hobby of racing and set up Harry Ferguson Research, which produced the P99 Race car, which won the British Grand Prix in 1961 with Stirling Moss at the wheel. He died at his home on 25 October 1960.

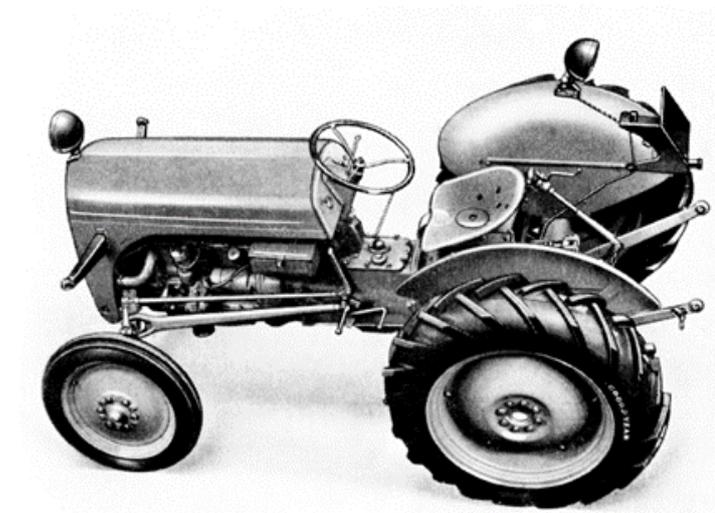
Fascinating Fergie Facts:

- Harry Ferguson later helped the development of the 4-wheel-drive system which was used in the Land Rover.
- A diesel Fergie (TEF-20) known as *Betsy*, earned a place in the Guinness Book of Records in May 2003 when Terry Williams drove it 3,176 miles (5,111km) around the coastline of Britain, gaining the record for the longest journey undertaken by tractor.
- A TEA-20 can be seen on the New Zealand five-dollar note. The note, featuring Sir Edmund Hillary on the front, has one of the tractors from the Commonwealth Trans-Antarctic Expedition in the background at the bottom-left corner of the note, next to the transparent fern.
- A fleet of seven Ferguson TE-20s were used on the 1955–58 Commonwealth Trans-Antarctic Expedition which was led by Edmund Hillary. Four petrol-engined and three diesel models were used. Some were supplied as half-tracks, with steerable front skis, whilst others of the New Zealand team were fitted with an extra wheel on each side and full caterpillar tracks, developed by the expedition in the Antarctic.

Production started in the late summer of 1946, nearly a year before the last Ford Ferguson came off the line in Detroit in June 1947. The break with Ford left Harry Ferguson and his US company with implements to sell but no tractors. To make up the gap until the new Ferguson factory in Detroit started in October 1948, more than 25,000 Coventry-built TE20s were shipped to the USA and Canada. The TO (Tractor Overseas) 20 was virtually the same as the TE20 with a Continental engine Z-126 fitted instead of the Standard engine.

Coventry production up to 1956 was 517,651 units, with about 66% being exported, mainly to Continental Europe and the British Empire but to many other countries as well. To the above figure must be added TO production at Ferguson Park, Detroit. Including all 'Ferguson System' tractors from May 1936 to July 1956 brings the figure to about 1 million.

Harry Ferguson merged his worldwide companies with Massey-Harris of Toronto in July 1953, three years before TE and TO20 production ended, hence the change of name on the serial plate to 'Massey-Harris-Ferguson'. The Ferguson 35 replaced the old line in the US in 1955 and the TE20 in the UK in 1956.



WDHVC MEMBER PROFILE



Name?

Charles

Where were you born?

Malta

Family?

Wife Diane, 3 children, 5 grand children

Number of years in the WDHVC?

23 years

Other interests?

Volunteer fire fighter, old engines, motor bikes, Red Knights International Motorcycle Club (Fire fighters)

What was your first vehicle?

1959 Vauxhall Cresta

What vehicle would you love to own?

Aston Martin DB9

What vehicles do you have now?

1954 Morris Commercial, 1932 BSA 500,
1939 BSA 250

Profession?

Motor Mechanic

Skills?

Driving and putting things together

What bugs you the most?

Miserable and complaining people

What makes you happy?

People with a smile on their faces.

SALES, WANTED & CLUES

For Sale

Fabric covered chairs

Approx. 45 brown fabric covered, metal framed upright chairs with arms, in good condition. \$10 ea for small lots or \$9 ea if you take the lot. Suitable for sporting or community club rooms. Ph Fred on (03) 5259 2053



1/17

1968 Plymouth Fury 111

Club reg 18763-H. 2 door L/H drive convertible. 383 engine. New hood, paint, tyres, ball joints, master cylinder. Interior good. \$28,000 ONO. Contact Merv 0418 331 544.

12/16

V8 gas system

May 2009. 140 litre tank (375mm X 1400mm). \$500 ONO.

Contact Merv 0418 331 544.

12/16

5 X wheels

5 spoke mags. 2000 Jeep stud pattern. Silverstone AT 117 Special tyres 50% tread. 245-70R-16 rims. \$80 ea.

Contact Merv 0418 331 544.

12/16

Wanted

Donor car or parts for 1948 Morris 10. Gus 0400 203 151.

2/17

For sale/wanted ads are free to Members and appear for two issues of *Backfire*. To remove advertisements from the newsletter email editor@wdhvcgeelong.com.au (Ph 0417 311 441)

Reminder: All vehicles in the "For Sales" must have VIN number & Price or Registration Number & Price, otherwise they will be listed under "Clues". Ads for the 'Clues' section must not refer to any payment that may take place by mentioning an amount or 'best offer', etc.

All ads for cars also appear on the **club web site** where greater detail and photos (where supplied) can be viewed. To see ads, go to <http://www.wdhvcgeelong.com.au/wdsale.html>

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BACKFIRE



Little Grey Fergie

February 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
22	23	24 Jan Craft/Tech Night "Maps" 7 for 7.30pm	25	26	27	28
29	30	31 January	1 February	2	3	4
5 Colac & District Heritage Festival	6	7	8	9	10	11
12 Geelong Waterfront car display	13	14 General Meeting 7.30pm	15 Dine Out 6pm-6.30pm The Esplanade	16 Tinker Day 10.30am Clubrooms	17	18
19	20	21 Committee Meeting 7.30pm	22	23	24 March <i>Backfire</i> Deadline	25 Ballarat Swap Meet
26 Hepburn Mineral Springs Reserve	27	28	1 March	2	3 	4 Sun 5 March Seasick Rally