

Motor Vehicle Enthusiasts Club



No 109

JULY 2016

TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801
In Katherine call 89710605 .
Newsletter enquiries to Ted
longtelescope@gmail.com



Talk about made to last! A 1913 Ford, still with its original paint and trim. It does however sport a new set of tyres. The United States flags adorning the radiator cap are due to this car residing in Corona, California in the United States.

This car is the most used car in the garage of Glenn Chaffin. He is the proprietor of the business "Chaffin's Garage", that specializes in T Ford bits and produces modern day reproductions of 100 odd

year old Ford parts and the myriads of aftermarket accessories and go fast bits that were the rage back in the days. But during a visit to America I dropped in for a visit and was invited into the inner sanctum of Glenn's private collection which apart from making my eyes pop, gave me an insight to how come you can buy parts for a T Ford easier and cheaper than your latest model Ford Falcon or Toyota Camry.

Before I left home I entered the address, 1931 S Main St, Corona, California into Google maps. I wanted to get an idea of what the place might look like. Makes it a bit easier when you are stressing from having just jumped into a hire car with the steering wheel on the wrong side and all the cars driving on the wrong side of the road. The car I had ordered was supposed to be a convertible Mustang but we ended up with a Dodge Challenger. After a bit I was glad we had the Dodge. Mustangs are a bit common over there. That point was emphasized when a little sweetheart petrol attendant asked me how was the Dodge. "Better than a crappy Mustang" she stated matter of factly.

Back to Google maps, and the address entered always came up with a residential house. Must be wrong I thought, but after a couple of hours driving from the airport being guided by the GPS, it stated, you have arrived at your destination! There was nothing but houses around. I cautiously walked up to the front door of the indicated address and as it was open I peeked inside and felt instantly at home. It was chock full of model T Ford parts. Heaven, I thought!

Well after getting my shopping list sorted, Glenn Chaffin invited me into his private museum. It turned out the more modern brick building is the shop, Glenn's residence is the more traditional looking house next door. And his private museum is in the shed to it's rear. When I entered the door I realized that I had been mistaken next door. This, was definitely heaven! This was no tiny little shed, and like the house out front, was two stories, and it was not one of those spacious places with selected items placed at strategic points to give emphasis on particular things. This was heaps better. It was absolutely chock a block with Model T Fords, parts for model T Fords, tools for fixing model T Fords with a bit, make that a lot, of signs and memorabilia stuff chucked in for luck. Glenn's 1913 model is the one for his general use. It was originally used to cart dynamite in Colorado. Cosmetically he hasn't touched it, but the mechanicals have had a bit of restoration to keep it reliable. At car events it receives lots more attention than the immaculate, totally restored to new condition, cars. Next to it is a



Looks like your average suburban house, but is actually Chaffins Garage, a treasure trove of old Ford stuff.



Jerry cans built especially to fit on the running boards of the '15.



Model T's had a wooden body until 1911 when they changed to steel. This one is from 1909.

1914 tourer or as they call them in the states, "touring"

But on the other side is a 1909 model. This one has a totally wooden body. Model T's were wooden bodied until 1911. We are not talking about wooden frames here, but the whole body made of timber. Its quite a sight without any paint covering it up.

And there are parts here. Every single part for every model T made. There are shelves and shelves of brand new old stock parts here. Even the shelves they sit in are the genuine old Ford article. The promotional material is displayed on the walls behind the counter, it really is just like it would have been fronting up to your Ford dealer in the early 1900's. Even the cash register on the counter is of the era, but being America it already displays dollars and cents.

But this isn't just a spare parts shop. Every square foot is used to house every tool Ford made to keep model T's on the road and running smoothly.

Glenn has been in this business for 50 years but his involvement with model T's is even longer at 60 years. During that time he has been buying up various lots of parts and collections wherever they may pop up. The floor above is rows and rows of shelves stocked with parts from dismantled vehicles that are as good as new.

Most of the parts in here are for sale but there are certain bits that are what he uses as patterns for manufacturing brand new replacements and with an estimated 100,000 of the original 15,000,000 T's still on the road, there will still be a demand for parts for a long time yet.



There is a complete 1911 model T here. Just needs bolting together. Aaaaah, time, or lack of it, is a bitch!

Below: A different view of the same vehicle.



Left: A view around the workshop. Notice the well stocked shelves. There is at least one of every tool Ford made for the model T.



Left: Cast engine stands



Above: Reamers for finishing reabbitted main bearings to size. They are all for finishing to the standard sized journals. You can't have too many spares.



Left: Straightening jig. For straightening bent diff housings. Also used for bent axles, crankshafts or anything else you might have bent.



Naturally all the spanners on the shadow board sport the Ford script .



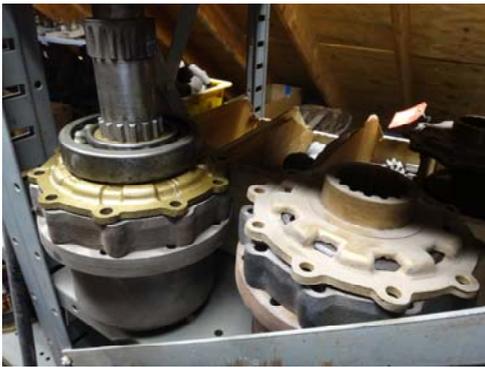
Meet Glenn Chaffin. Ford guru and collector extraordinaire. The period lathe is driven from shafting above.



A 1909 engine with a price tag. Nearby there are a set of shelves with one example of every years engine from 1908 to 1927.



The odd diff housing. Some of these house the Ruckstall 2 speed diff of which Glenn manufactures modern day replicas. Below are the examples he measures up to reproduce.



Below & left: Even the shelves are the genuine Ford items. In the glass case at left there is a small container of used parts.

Below left: A transmission or two.





*Not Ford, but antique tool collection
Used crownwheels as good as new. What surprised me was that nothing seems to rust here. None of the parts anywhere were greased up but there was never any sign of rust.
Below: Various types of aftermarket water pumps. Glenn makes reproductions of them. I have one of his reproductions on my car*

Above: The word "keyboard" takes on a new meaning. Note all these keys are pre cut with a 2 digit code from 51 to 74. One supposes it wouldn't have been too hard to find another car that your key fitted.



Below: A vintage cash register with dollars and cents instead of pounds shillings and pence.





What collection would be complete without some signs. There is no shortage of them here. The big one at the top is unusual in that the blue part is raised up and appears to have sand embedded in it and the white lettering is recessed. The Mickey Mouse ones bring \$1000. So would the big one, I reckon. Glenn can't recollect where the actual Ford Avenue exists but it certainly fits its location here.



Since the invention of the first electric motor strong enough to do work in [1834](#) people have been dreaming of electric powered transportation. Electric cars, trains and trolleys are older than most people think. In this page we focus on the electric car, but do discuss trains and trolleys since their roots are connected.

[Historical: Timeline](#)

Major Cars in History:

[The Baker Electric Car](#)

[Porsche Electric Cars](#)

[The Detroit Electric Car](#)

[Hybrid Cars](#)

[Woods Dual Power](#)

[Hybrid Electric Car 1916, Owen Magnetic](#)

1.) Historical Timeline:

1821 - Michael Faraday creates the first weak experimental electromagnet

1831 - [Joseph Henry](#) a math professor in Albany NY, builds the first electric motor in his quest to understand electro-magnetism. It is modelled along the lines of the “walking beam” used on early steam engines and resembles an electric teeter-totter.

1834 - Inspired by reading of Joseph Henry’s efforts [Thomas Davenport](#) develops the first rotary electric motor and builds a miniature electric railcar running in a circle on a tabletop; it is not strong enough to carry the weight of its own battery. His invention failed to interest investors. This might have been due to a lack of imagination among his audience, but practical minded people would point out the dependency on relatively expensive single use batteries, as neither practical rechargeable batteries, nor distributed electric power are available. He creates a proof of concept, which is generally ignored until after the Civil War.

1851 - The US Senate funds a prototype electric locomotive, which made a test run from Washington DC to Baltimore MD, a distance of about 40 miles (64 km). [Charles Grafton Page](#), a US patent examiner, designs it and uses his Washington connections to get funding. The motor was like an electric steam engine with a solenoid and iron slug rather than a cylinder and piston. The effort fails when the clay separators in the primary battery cells crack and the solenoid coils overheat and short out as the insulation fails. Steam remains more practical for large-scale power at this point.

1854 – Wilhelm J. Sinsteden invents the rechargeable, lead, sulfuric acid, and lead-oxide battery

1859 - Gaston Planté improves the lead acid cell to the point of commercial viability with telegraph system use in mind. The original Planté design had smooth, untreated lead plates separated by parchment paper and felt. They had to be cycled

(recharged) many times before building up a sufficient peroxide coating on the positive plate to develop full useful capacity.

1869 - Zenobe-Theophile Gramme patents the first practical dynamo in Paris.

1876 - Nikolaus August Otto patents a practical four-stroke engine, designed for stationary use, in Germany. The engine is made to run with help from his engineer Gottlieb Daimler.

1880 – January 17th: Thomas Alva Edison is awarded a carbon-filament vacuum tube light bulb patent. This incandescent light becomes popular over the next three decades as the lamps become more affordable. The commercial generation and distribution of electricity for lighting, and light rail, built the necessary infrastructure for electric cars. Edison had to fight for clear patent rights, and eventually the strongest plaintiffs merged to become General Electric.

1881 – Camille A. Faure, in France, and Charles F. Brush, in the US, independently come up with the idea of using a lead oxide paste to increase the capacity of the original 1859 Planté battery by a threefold capacity, greatly increasing the potential for battery traction vehicles, if the paste would stay on the plates. Charles Jeantaud builds a battery electric vehicle in France. The car was made from a Tilbury style buggy, with a Gramme motor, and a Fulmen battery. Over the next twelve years, he continued to modify this platform, installing a British motor in 1887, and a Swiss motor with a tubular plate battery built by Tonate Thommasi in 1893.

1883 - the Brighton Electric Railway, engineered by Magnus Volk, opens in England. The route is only a quarter mile long at first. This is the first commercial electric streetcar. **1895** - Morris & Salom come up with an elegant new design, which they call the Electrobat II. It is lighter weight and has front wheel drive with coil spring suspension at the rear wheels. Along with the Morrison electric it is entered in America's first automobile race, which is held in Chicago. Neither car has the battery capacity to go the distance in the freezing weather, and the race is won by the Duryea brothers, followed by some German Benz based cars.

1886 - N. S. Possons has an electric tricycle built for the Brush Electric Co of Cleveland Ohio. It has a Swan incandescent electric headlight and features the Brush Company's rechargeable battery powering a Brush motor.



Above: Frank Sprague, pioneer of trolleys and electric cars

1886 - [Frank Sprague](#) invents a high torque DC traction motor. It is capable of consistent speed under varying loads and does not create sparks.

1887 - Sprague uses his DC motor in the first commercial electric streetcar systems in North America, beginning with Richmond Virginia.

1890 – **William Morrison builds the first four-wheel electric road vehicle** in America to demonstrate his battery.

1893 – The World's Columbian Exposition is held in Chicago IL, ushering in the electrical age for most Americans. There are several motor vehicles on stationary display including an electric taxicab designed by Walter Bersey and a few of German petrol vehicles. The Morrison car, now owned by the American Battery Co, is the only one moving about. It becomes well known as it is used to drive important visitors - including many future automobile manufacturers - around the grounds.

1894 - Henry G. Morris and Pedro G. Salom in Philadelphia were designers of battery streetcars and saw potential in electrifying smaller road vehicles. They design and commission a heavy four-wheel electric wagon similar to the Morrison car. It runs at 15 mph.

1896 – The same Electrobat II, and a new electric built by Andrew Riker, soundly defeat five next generation Duryeas in a series of five mile sprints on a dirt horse-track in fair weather. The short range allows for a light, hot battery. Because of the high initial cost and vicissitudes of lead battery management Morris and Salom felt the vehicles are more appropriate for fleet service than individual ownership, and design an electric version of the popular horse drawn Hansom cabs for the streets of major American cities.

1897 – Cabs in New York based on the Electrobat II are the first in commercial operation. The event is announced in January - with only two cabs ready - but due to licensing delays operation actually begins in March. They soon had a small fleet of 12 Hansom cabs and one Brougham (Coupé). Venture capital for the Electrobat projects came from owners of the Electric Storage Battery Company of Philadelphia under the leadership of Isaac L. Rice. ESB is founded to provide battery sets for streetcars where a trolley line is not practical, to extend service past the reach of electrical lines, and where overhead wires are restricted by ordinance. They are also used for power station backup, railway lighting, and such. May 13th A Columbia Mark III, the first electric car for sale to the general public, is demonstrated to the press and

public. Made by a subsidiary of Albert A. Pope's bicycle empire the company has a significant advantage over the Morris & Salom New York cab startup as they had a factory for manufacturing the chassis and running gear, the bodies are farmed out to the New Haven Carriage Co. Although a Bersey cab prototype has been around since 1893 it takes several years to find the capital and change laws to put them on the streets of London. On August 19th, 1897 Walter Bersey's cab is finally put into service. The Bersey cabs use a 3 ½ HP Lundell motor, ran at 9 miles per hour for about 20-30 miles on a charge, and feature quick-change battery boxes. The enterprise failed in August of 1899. Painted yellow and black they were popularly called "hummingbirds" due to the bright color and whir of the straight cut gears.

September: Isaac Rice takes over the New York cab company as the Electric Vehicle Company.

1899-1905 - Ferdinand Porsche designs electric and Hybrid cars for Austrian coachbuilder Jacob Lohner & Co. The vehicles from 1900 on use hub motors.



1899 - Walter C. Baker founded the [Baker Motor Vehicle Company](#). Thomas Alva Edison, who does not drive, buys the second one made.

1900 – Because of the brief lead cab bubble, many US automobiles are powered by electricity. By 1915 electric cars dropped to 5% of marketshare. Electric automobiles were most popular in Chicago, Cleveland and Buffalo.

The Electric Vehicle Company has a lot of flash equity, mostly as stock shares, to spread around in support of anticipated growth. The Electric Carriage and Wagon, Columbia Motor-Carriage, New Haven Carriage, Riker Electric Vehicle, and Siemens-Halske (North America) companies, are folded into the Electric Vehicle Company, now controlled by a New York/Philadelphia transit holding company known as the "lead cab trust". EVC provides vehicles for the New York City and other taxi companies; the closely tied Electric Storage Battery Company (later ESB Exide) supplied the batteries. In many cases these buyouts are stock swaps where a

majority owner of the original company became a minority owner of the briefly inflated conglomerate. The game of the holding company is industry sector monopolies based on patent consolidation and exclusive franchises.

1902 - Things are already falling apart for the lead cabs. The men running the holding and operating companies are far more successful at selling the companies than their products, and sold more equity stakes than the wildest success might have justified. Although the New York cab company and vehicle manufacturing companies are profitable, and of more value operating than liquidated, the taxi enterprise failed in most other cities. After 1899 the Electrical Vehicle Company does not pay their preferred stock dividend obligations, much less return a dividend on common stock. Several of the original partners, such as Pope, Rice, and Riker, sold out early - were pushed out to a degree - and left the later investors holding a somewhat empty bag. This apparently fraudulent scheme gives quite a blow to the whole concept of electric vehicles in the minds of investors and customers.

The Baker Motor Vehicle Co. produces a fully streamlined electric racing car called the Torpedo, with a top speed said to be 120 mph. When it crashed and killed two spectators during its first speed trial, press toward both speed contests and electric vehicles took a negative turn.

1903 – For Walter C. Baker it is not about top speed, it is about efficiency. The following year He Built the Baker Torpedo Kid; it is a one-person vehicle, smaller and far lighter than the 12 HP tandem-seat Torpedo. Most racecar designers increase the power and speed of their cars with each new iteration. Baker has different priorities. The motor in the Kid has a nominal rating of 1½ HP. The Torpedo has no recorded time registered at over 80 MPH; The Kid is clocked on Ormond Beach at 103.

1905 - Rauch & Lang, a well-established maker of luxury coaches in Cleveland, sees the success of nearby Baker and the fading of the horse. They decide to make their coaches electric.

All makers combined produce approximately 1,200 electric motorcars in America.

1907 - Bank panic and recession of 1907: Several of the individuals and their business practices in the lead cab holding Company were involved in causing major bank panic with the collapse of many large banks and a freeze of liquidity, ending many businesses. Although the Electric Vehicle Company had earnings of ~\$200,000 a year from explosion car makers paying a royalty on the Seldon patent, and decent earnings from vehicle sales, they were not able to refinance \$2,500,000 in mortgage backed securities, and went into receivership. At its peak there were 616 cabs and busses in the New York fleet. Gasoline cabs were introduced around 1908 and by 1910 the electrics were out of service. This recession was a factor in Henry Ford's decision to make only one model at a low price.

The Anderson Carriage Company starts production of the Detroit Electric.

1908 - A few months before he sold the first model T, Henry Ford bought Clara her first Detroit Electric. It had a special child seat for Edsel. The Ford family bought a new Detroit Electric every other year thru 1914.

1910 – Shaft drive electric cars are made the standard by Baker.

1915 - The Baker Motor Vehicle Company merges with Rauch & Lang. Only two versions of the Baker Electric are sold through the following year and the Baker brand is only used for industrial trucks thru the rest of the Twentieth Century.

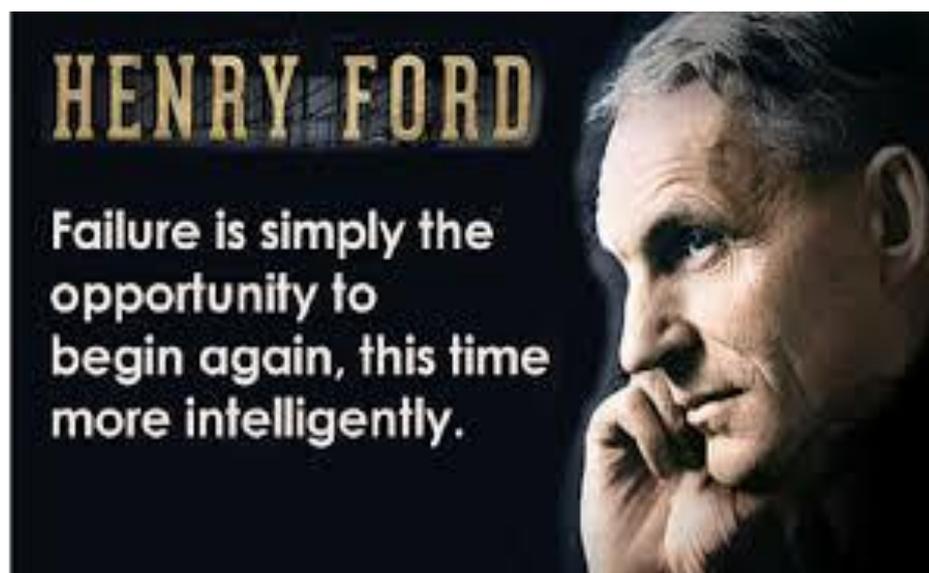
The Milburn Wagon Company is the last important maker of electric pleasure cars to enter the market.

1916 – Venerable Chicago electric vehicle maker Woods introduces a hybrid car called the Woods Dual Power in an attempt to revive the company. This is the most serious attempt at a true hybrid automobile for the general public.

1919 – Only Detroit Electric, Milburn, and Rauch & Lang survive World War II, the Influenza pandemic, and the postwar recession. Production slowed to a trickle. Electric starting and lighting systems, combined with much more reliable gasoline engines, and better sliding gear transmissions, made the advantages of electric cars less significant.

A few serious attempts were made to revive the electric, notably by Charles Proteus Steinmetz, but none had any market impact.

To be continued. Madam L.

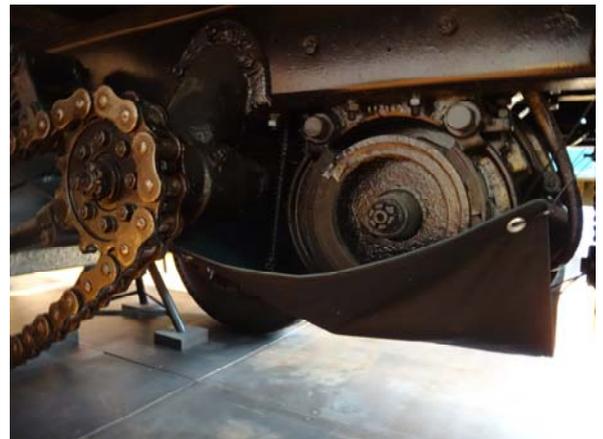


And on the subject of electric cars, in a museum in Frankfurt, in Germany, I couldn't help noticing the lack of provision for airflow through the grille of this old school truck. I had to have a sticky beak underneath and see why. My first sight was a gigantic steel box. A battery box, I guessed. Checking it out from the other side, heavy cables confirmed my thoughts. An information board explained it to be a Paketzustellwagen. Google translated this as a "package for adult children dare", but with a bit of guessing I came up with this translation:

"In 1899 used by the German Post Office. Even before World War I this technique was so sophisticated that electrically powered trucks in gross number were used. Low cost, simple operation and maintenance and favorable electricity prices made these low noise electric vehicles particularly economical. In 1938 there were almost 2700 electric vehicles in the Reichspost in Einzsalz." This was a post office truck.



1926 Bergmann Paketzustellwagen. 6 Kwatt. curb weight 4050 Kg payload 2000Kg



Left: The battery box and the batteries were probably half the weight of the vehicle. Above : The electric motor , transmission brake and chain final drive. Note the poly tarp under the motor suggesting an electric motor might leak oil.

Right: Kraftomnibus by Daimler, 1905. Below: Shackles on the rear suspension of the Daimler.



25th Australian National Model A Ford Meet Murray Bridge S.A.



Saturday 29th September – Friday 5th October 2018
Hosted by the Model A Ford Club of South Australia Inc

2018 EARLY BIRD ENTRY FORM

Name of Entrant: _____

Address: _____

State: _____ Postcode: _____ Country: _____

Email Address: _____

Phone (H): _____ Mobile: _____

Vehicle Details: _____

Comments/ Special Requests: _____

All correspondence: Margaret Fischer, 2018 National Meet Secretary, PO Box 2254, Murray Bridge, S.A. 525:
Email Address: margaret.fischer@bigpond.com or mafcsameet@gmail.com
Telephone: Chairman Gary Fischer 08 85322908 or 0439853229
Secretary Margaret Fischer 0885322908

This information will be used to maintain a register of people interested in attending the 2018 National Meet and will not be passed on to any other parties. All future correspondence will be sent to those who register.

Celebrating 90 years of the Model A Ford In Australia



WINNELLIE



SHARE THE PASSION

Show N Shine

Saturday July 30th

10.00am – 3.00pm

Repco Winnellie Car Park

Stuart Highway WINNELLIE

Club Displays welcome
All cars, trucks and utes

Trophies provided by Repco in several categories.

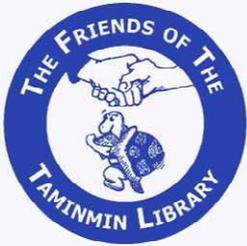
Free Sausage Sizzle available

Free Entry

This is a no alcohol venue.



What an
AUTO STORE
ought to be



SHARE THE PASSION



Darwin to the Doo

Car Show and Swap meet

Sunday 17th July 9.00AM - 12.00pm



**Darwin cars and bikes meet Qantas Hangar Parap
Leaving at 8.30am SHARP to travel to
Taminmin Library, Challoner circuit, Humpty Doo**

Car run-

Swap Meet-

Rocker Cover racing 10.30-11.30

Food and drink available



Gold Coin donation at the gate

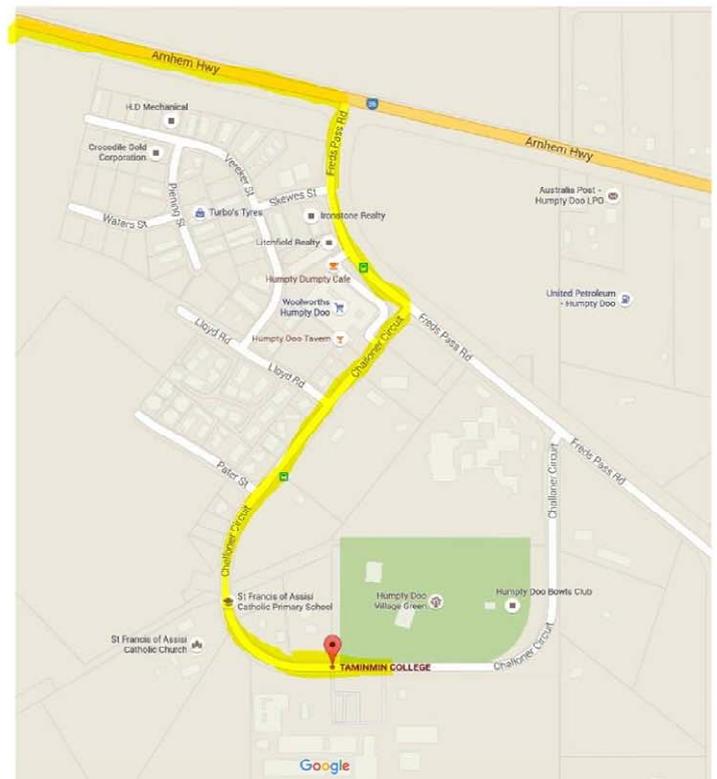
\$10 for stallholders

Gates open for Stallholders at 7am

Enquiries;

General car show Taminmin Library 89881200

Swap Meet & Rocker cover racing 0474 208 045



Ladies stuff

We have had fashion clothing in our hangar before and with great success too.

Cassie has contacted the club and her letter explains it better than I can.

My name is Cassie and I am a local small business owner in Darwin. The name of my store is Shiner Town, I sell roller skates mostly however I have come across a stunning range of vintage inspired clothing that is hand made in Geelong and unlike anything I have had the pleasure of purchasing.

Lenny's Custom Clothing makes men and women's clothing and his range is very popular in Victoria amongst a number of communities including car enthusiasts. Best of all he makes real sizes for all sizes.

Whilst I only have a small selection of dresses here in Darwin, Lenny and I are hoping to offer the Top End a new option for those special occasions....and a special occasion is any time the cars get polished and taken for a cruise.

I would love to highlight his range, available in my local store and by custom order, in your newsletter.

I have attached some photos to show you an example of his amazing work. I really think we have a place for these designs in Darwin.

Please also check out my page at <https://m.facebook.com/ShinerTown/?fref=ts>

And Lenny's page at

<https://m.facebook.com/lennys-custom-clothing-285636185341/>

If you like the idea, please email back or feel free to call me on 0415381449

Maybe there is also room for some creative promotion of the Hangar?

Thank you

Cassie Brown
Shiner Town





Palmerston council are putting on this ripper free movie night under the stars in Goyder Square right in the middle of Palmerston's business district.

Apart from the movie there will be a live band, swing dancers, food stalls, roller skaters and at this stage, one Thunderbird car. That's the one in the promotional picture. This a theme night and everyone is encouraged to dress up to the era. There is even a prize for the best dressed. It will be a good show.

What is missing is a couple more cars. Doug and Sheryl Brooker's smicko T Bird needs a bit of competition. The cars will be totally safe behind bollards to keep dirty hands off and with security heavies to look after them.

So if you fancy a fun night out with no cost, and a chance to show off your car to a crowd that might not otherwise see it, and at the same time make a community event a whole lot better, contact Linda Masters at the Palmerston council 89359983 and let her know you will be bringing another car to display. You wont regret it!

Darwin Stubby wanted.

Preferably empty (not important) but the important bit is that it is marked "half gallon" not metric!

Also any books or publications relating to the history of the NT.

Contact Leo Izod @ the club or 0418851770

Free stuff

Get your free ads in here
Give stuff away, sell stuff, get information, find a lover. Got a story to sell? Whatever you like.

Email Ted at longtelescope@gmail.com

Or phone 89886049

Deadline.... The end of the month.

Previous editions

All previous editions of Transmission are now available at mvec.weebly.com

Kombi Van info needed

I'm seeking confirmation as to which wheels are the most authentic for my 1974 Kombi.

Any info or contacts who might know appreciated.

paulb3447@gmail.com



HONDA 900 BOL'D'OR F2 1982

Fully restored, always serviced and with club rego
\$6000 ono Glenn 0409715528



The Distinguished Gentleman's ride 24th Sept

With about 70 distinguished gentlemen rolling up on their bikes at the inaugural Darwin version of this event last year, it is hoped there will be well over 100 in 2016. The organizer, MVEC member Dan Leather, is after some help in the form of marshalls, to, amongst other things, guide these gentlemen when they attempt to get themselves lost at confusing intersections and the like. The actual route is top secret until the day.

If you would care to volunteer to maybe tell one of these distinguished gentleman where to go, please contact Dan on 0420982143 or danleather@gmail.com. It looks to be a lot of fun and raises funds for charity at the same time.

Membership Renewals and Club registration 2016 a friendly reminder.

Membership renewal is due on the 30th of June each year, the club allows a period of grace until the 30th of September each year to pay membership fees.

BUT any member with a vehicle on Club Registration due for registration renewal during this grace period will need to pay the membership renewal fee of \$35.00 before the MVR R42 form will be signed by the club.

Peet Menzies President

Also R42 will not be signed unless accompanied by your logbook (not applicable to new regos)

**The Motor Vehicle Enthusiasts Club
extends it's thanks to
Shannons Insurance
For it's continued support for
the club**



WOTS ON THIS YEAR

Come along and enjoy!

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

17 July Darwin to the Doo. Show n shine , swap meet, general good time. Taminmin Library.

30 July Repco show n shine@ Repco Winnellie. No forms and rubbish. Just rock up.

13th Aug Palmerston & Rural Seniors committee are hosting a free BBQ and motor bike rides for seniors at Marlows Lagoon from 10.30 am-1pm and have invited MVEC members to bring along some old vehicles for a static display which would "no doubt bring back some memories for our seniors". Interested?

Please indicate your intention to attend to Ted 89886049 or longtelescope@gmail.com

10 Sept Batchelor are having a car show at their markets. Here is a chance to go for a beaut drive to something *different* that hasn't been done before. No prizes or humbug, just a chance to display your stuff somewhere it has never been seen before. Please indicate your intention to attend so we can advise Batchelor how much room to allocate.

Advise Ted 89886049 or longtelescope@gmail.com

24 Sept Distinguished gentleman's ride. Details to come later.

29 Oct Katherine show n shine

Stuff on the net

A backseat view from a Ford at Bathurst. It'll give you goosebumps for sure. Make sure your speakers are on! <https://www.youtube.com/watch?v=toLPTjE1GZk>

French driving school. Rally stuff. Some amazing saves and some they missed. Riveting stuff!
<https://www.facebook.com/video.php?v=554591681343697>

Mates

Russ and Fred, two friends, met in the park every day to feed the pigeons, watch the squirrels and discuss world problems.

One day Russ didn't show up.

Fred didn't think much about it and figured maybe he had a cold or something. But after Russ hadn't shown up for a week or so, Fred really got worried. However, since the only time they ever got together was at the park, Fred didn't know where Russ lived, so he was unable to find out what had happened to him.

A month had passed, and Fred figured he had seen the last of Russ, but one day, Fred approached the park and--lo and behold!--there sat Russ!

Fred was very excited and happy to see him and told him so.

Then he said, 'For crying out loud Russ, what in the world happened to you?'

Russ replied, 'I have been in jail.'

'Jail!' cried Fred. 'What in the world for?'

'Well,' Russ said, 'you know Sue,

that cute little blonde waitress at the coffee shop where I sometimes go?'

'Yeah,' said Fred, 'I remember her. What about her?'

'Well, the little gold-digging witch figured I was rich and she filed rape charges against me; and, at 93 years old, I was so proud that when I got into court, I pleaded 'guilty'.

'The judge gave me 30 days for perjury.'