

Motor Vehicle Enthusiasts Club

No 143

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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
Newsletter enquiries to Ted longtelescope@gmail.com

DREAMLAND



David Lutze's collection is so extensive that the lovely red Corvette, which you might normally dribble over, hardly got a mention. Allow your eyes to pass beyond the car and into the background. And this is a minor shed on the premises!



Where the firm of Freeman started, 1913.

David Lutze's collection in rural South Australia is a bit unique as the buildings it is housed in are as historic as the contents themselves. The fact that the building actually still exists is due to David. In 1998 a demolition order was placed on the buildings and the power was cut. The buildings were all doomed to be demolished. David stepped in and purchased the 3 lots, plus one more later. He then started renovating them, continuously for 23 years.

But this story started in 1905. By then there had been other buildings here but they had not survived. In 1905 the two shops in the photo were built and had a couple of businesses through them. In 1913 the firm of Freeman and Lock started up here. You can see the showroom with the smaller lube bay next to it. By 1921 Freeman became the sole owner and was responsible for

Saddler, Boot maker and Storekeeper.

Motor & Cycle Engineer.

Motors & Cycles for hire.

Commission Agent for....

Dunlop Rubber Company

Goodyear Tyre & Rubber Co.

Barnet Glass Ltd – rubber tyres

Gard Bros Motor & Cycle works.

Ford ,Oakland ,Wolsley ,Cadillac, De Dion, Scripps Booth and Standard motor Cars.

This business eventually grew to become a large car dealership in Adelaide but the premises here stayed as a motor garage with various owners through the years. During that period it became the towns power station for a while and it sold the first FX Holden. And over the years it was the agent for David Brown tractors, Bedford trucks, Chevrolet, Pontiac, Vauxhall, Holden, Versatile, Ford and Deutz tractors.

A couple of years as a auto marine store which finished up in 1998 then someone thought this once proud building was only good for rubble. They were wrong and for David to have a historic car showroom for the entrance to his collection is pure gold.

David's showroom in its early days and Freeman Motors Adelaide in the 70's



PLEASE NOTE this is a private collection and is not open to the public. There are plans that in the future that may change.

And when you enter that showroom it might be a surprise to find that it isn't chock full of cars. There is one very tidy Ford model A but the room is chock full of smaller collections that would, in David's words "there would be something here that would interest anyone." And he's not wrong. There are over a hundred different collection in here with subjects like, tobacco, kitchen ware, Coca cola, ice cream, coffee makers, cash registers, but the one that really surprised me was that of marbles. Apart from the marbles we used to play with as kids, there are some really expensive marbles out there. Would you believe David's distant relatives made really flash marbles! And they are quite sought after. David explained to me that some of em bring \$600 to \$700 each. I just checked on the net to find this estimate to be a bit far fetched. Actually they bring much, much more. In 2012 one went for \$25,800 US. And right now I see one on offer for \$1,281.54 plus tax. These are valuable little fellers. Marbles actually are a very small part of this showroom. There is stuff in here that I did not know existed, for example a sort of record player that has holes in the disk. Its called a Polyphon, a sort of music box in principle. Naturally being a collection David has more than one type. Have a look at the pics for a very small snapshot of the showroom. To show it all would take a whole book.



There's ordinary marbles (above) and Lutz marbles (below). They even catalogue em in books.



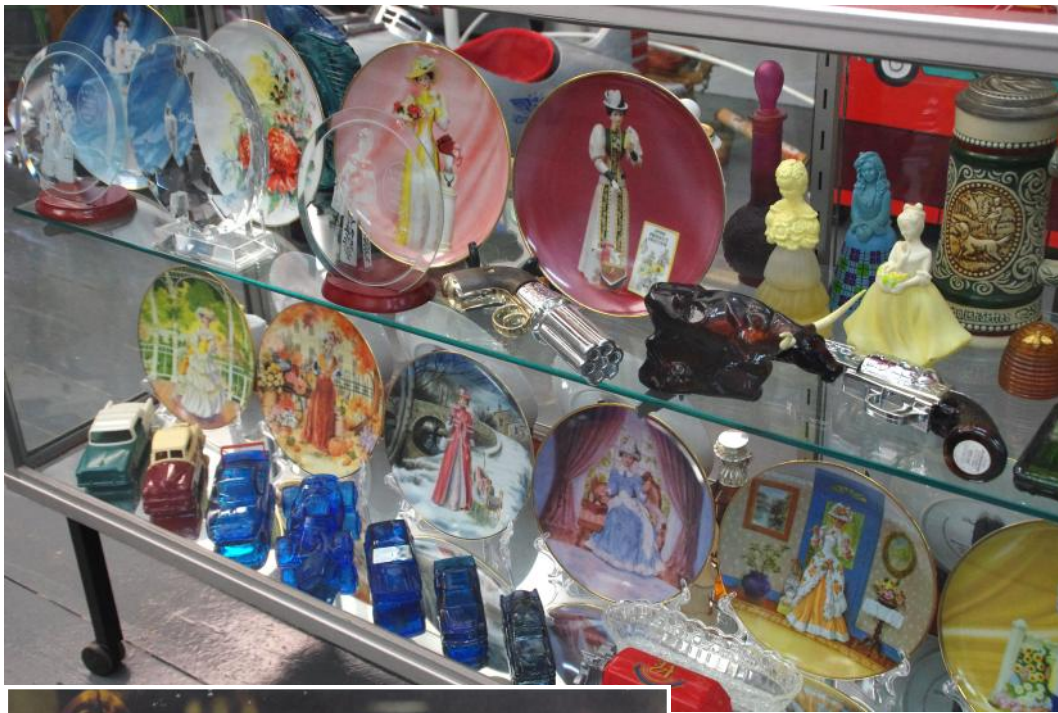
This is a polyphon. A cross between a record player and a music box. The one on the right you pull along and it plays.



Remember Amscol ice cream. Remember the milkshake containers and the machine to make milk shakes? Adding machines? It all generates memories.

How about a lock?





Every one of these items is an Avon bottle. Avon had 22000 workers in Australia in its heyday.

Below: part of the coke collection, chrome coke bottles.



And Abba were playing on the radio while we were having a good time.



TV and radiogram combined was the coolest you could get.

Remember tyre ashtrays.



And there is all kinds of stuff in these cupboards that brings the memories flooding back in.





The centrepiece of the showroom is a 1928 Chev 4. It was the first with steel wheels and had the longer bonnet ready for the 1929 6 cylinder engine. This car is a runner and has lots of extras. This shop was occupied by a Ford dealer for a couple of years. Those years being war years I believe he didn't sell one car.



Then there is the tricycle collection, the carnival glass collection and the unopened grocery items collection.



The pedal car collection covers types you may not have known ever existed. The blue one, a Seagull, had the drive to the rear wheels via a V belt rather than the familiar back axle crankshaft.

Below is the unopened plastic construction kit collection. I bet you see one in here that you built as a kid.

And to the right is the James Bond Collection.





Left: Part of the Caltex/Texaco collection. Notice the promotional items to the right and in the very foreground of the pic. Below: Mobil promotions.



The Golden Fleece collection. H.C.Sleight and H.C.S. on these items is significant as H.C. Sleight is the bloke that started the brand of Golden Fleece. Note on the 4 gallon drum at bottom left the made in USA stamped on the tin. He started the business off distributing oil imported from USA before manufacturing it in Australia..



The previous pages have been limited to the original showroom of the premises, but stepping through the door into what, and still is, to a certain extent, is the workshop, still generates a wow. At first sight it seems to go on forever. David has been collecting this stuff for 20 years and every piece has a story.

David Lutze the collector. The logo on his shirt says ACCA. Automobilia Collectors Club Australia. He has taken collecting to new level. The motorbike is an LMC which stands for Lloyd Motor Cycle but once again look past the main subjects in the photo and see the smaller items on the wall and on the benches. Absolutely everything here is significant.



And there are just a couple of signs around here.





The tyre shop. Note the tyre racks. Model T owners will recognize the racks are made from model T Ford chassis.



And in the shed within the shed there are still items awaiting restoration and display.

Hiding away is a 1939 Vauxhall. The badges explain that it was built by Holden. From when it was Holden body works.



Veedol was distributed in Australia by Neptune, hence the Neptune insignias nearby. The boat is 1984 Swift Craft.





The case mascot eagle “Abe” goes back to the American Civil War.



From the days when you bought your fuel in 2 gallon tins. They came in boxes of two. And as you can see there were a lot of different brands. Of note is the one sporting the AMP brand. Perhaps at a glance you might think insurance companies got into selling petrol, but that is not the case. AMP stands for Australian Motorists Petrol Company.

Some nice bikes too!



Remember genuine NASCO parts for Holdens.





The plaque on the immaculately restored pedal car reads.....

HOLDEN CARS FOR LITTLE PEOPLE

1946 1st of the post war toys

All steel 16 gauge construction weight 52 lbs

Length 43" width 18" height 21"



The fairly ordinary looking beam running the length of the middle of the photo is actually a bunch of T Ford chassis rails welded together to be used as a gantry crane.

David's office, where he does his work. Surrounded with neat stuff. Unreal!





ANZAC DAY PARADE DARWIN - 2021

By Suzy

Once again MVEC participated in the Darwin Anzac Day parade & this year club members out did themselves by driving 6 jeeps & a Chevy Staff car. The jeeps were looking good thanks to many cans of WD Forty.

Many members attended the dawn service before returning to the club to take part in the jeep convoy back into town for the parade.

As we travelled into town the jeeps had Darwinites waving & cheering even before they took their place at the front of the parade.

Club members did a sterling job by distributing a stack of Australian flags to the public. Some of the cheering crowds had to duck for cover as a few flags were thrown to the waiting kids (which they enjoyed).

The parade was lots of fun & Peet, Mike, Dave, John, Norm, Paul & Paddy managed to complete the circuit without incident. Even Peet sort of stayed within the lanes but it was a close run thing at times.

Once back at the club members & visitors enjoyed a cuppa & some much needed egg & bacon sangas. The hangar was humming with lots of visitors & music from the wars to add some atmosphere.

Thanks to all who attended & helped to make the day a huge success.

"LEST WE FORGET"





Rally to the end

On a beautiful dry season morning participants arrived at the hangar for a 9am start.

By Suzy

A group of very competitive MVEC members were rearing to go with at least a dozen cars ranging from a very flash Mercedes to a Willys jeep. They started with a couple of quick skills tests which involved parking nearest a stick without touching it, & the driver throwing a rolled up newspaper into a tyre some metres away on the opposite side of the car, ala the days when the newsagent delivered your morning paper whilst driving down the street. The target was an old large diameter tyre. You will be pleased to know only one car parked against the stick. The left hand drive cars were disappointed as they didn't get an advantage on the newspaper toss as there was another tyre on their passenger side too. Then they were off though the streets of Darwin doing their best to follow the directions & clues to fill in our answer sheets.

Navigators were jumping in & out of vehicles collecting answers while trying to work out their left from right. After the first few questions drivers got that 'pedal to the metal' mindset & we were all roaring up & down Smith St looking for the Christchurch Cathedral (who knew it was down the other end?).

It was a great way to learn about some of the more obscure facts about Darwin eg. The Rocksitters world record & where is Miner's cottage. After finding all the answers we were all soon finished & enjoying a well earned drink & a lovely picnic lunch under the shady trees at East Point.

And would you believe the oldest car (Geoff Smiths 1927 Chev) was not the first car to leave the start but was the first in by many minutes. Bad luck for Geoff and Ruth there was no extra points for getting in quick. He did clean up on the rigged scoring system by getting an extra 94 points for a 94 year old car. With a full house score in the question dept he was looking pretty good, but Jack Burr unseated him from the top position even though his Holden was relatively quite new at 1974 with 46 bonus old points. Jack romped home as the winner because of his spot on chucking of that newspaper. With no fuss at all he lobbed in clean into the tyre. There were a few others that got close but there was only one that actually got it in and for that shot he got a bonus of 100 points. That put Jack in first and Geoff second. They both got a \$50 voucher for Jay Lenos garage.

And since there wasn't even one complaint and everyone reckoned it was a good show we will do something similar later in the year.

And as far as is known there were no divorces between navigator and driver.

Before they got to the end the rallyers not only discovered this ripper painting, but who actually painted it.



Historical Stuff . This is an eyewitness account
of the event that went on to become the famous
London to Brighton veteran car run.

1896 Emancipation Run

To celebrate the removal of the most restrictive Victorian legislation that prevented widespread use of cars on Britain's highways, the "Emancipation Run" from London to Brighton was organised in November 1896. Sixty years had passed since visionary engineers had attempted the route with steam carriages, but the new technology of petrol-powered automobiles provided similar adventure and uncertainty for the participants. The scene was described vividly by Charles Jarrott in 1906.

“NOVEMBER 14, 1896. A foggy, dull, wet, typical November morning found me making my way along Holborn to the Central Hall. This had been engaged for the purposes of a garage for the use of the intrepid people who were on that morning to make a run, involving much danger and personal risk, from London to Brighton.

For the first time in English history legal restrictions in regard to the use of motor-cars on the public highways, except when preceded by a man with a red flag, had been removed, and we were to be allowed to drive a car on the road at a speed not exceeding twelve miles an hour. The run from London to Brighton had been arranged to celebrate this important event.

The start was fixed for ten o'clock in the morning from the Hotel Metropole, and I made my appearance at the Central Hall at about eight o'clock to see what was happening. I shall never forget the scene which met my eyes when I entered. French mechanics and German inventors, with enthusiasts of all nationalities, were mixed up in indescribable confusion. Huge flares were being carried about from one machine to another to assist in lighting up the burners for the cars, which at that time were innocent of electric ignition. An occasional petrol blaze was seen through the fog which filled the hall, making the scene resemble a veritable inferno. In addition to this, the noise from the motors, which, after desperate efforts, the various persons interested had succeeded in getting started, prevented the merely human voice from being heard.

Léon Bollée was there, with a small fleet of those extraordinary little machines invented by him, which always, to my mind, resembled land torpedoes more than anything else. The Panhard and Levassor machines, which had previously taken part in the great Paris-Marseilles race, were also there; and a dozen other notabilities in what was then the somewhat limited automobile world. After enormous difficulty and strenuous effort on the part of everybody, much pushing and many collisions, the cars slowly made their way out of the hall towards the starting-point at the Hotel Metropole. I accompanied Mr. C. McRobie Turrell, who was on that day driving No. 5, the car handled by M. Levassor in the Paris-Marseilles race, so to me was given the honour of holding on his car two flags mounted on a flagstaff. Proudly floating aloft was the Union Jack—at least, it was floating as much as the thick November fog would allow; and beneath was a red flag torn into ribbons, symbolical of that sign of danger which had previously preceded all mechanically-propelled vehicles on the road; the idea being that England had triumphed over her prejudices, and that the conservatism of the early thirties had at last been overcome and destroyed.

The scene at the Hotel Metropole at the start was one never to be forgotten. The spectators had availed themselves of every possible point of vantage, to view for the first time these wonderful machines which were that day allowed to be run upon English roads. Lamp-posts, housetops, balconies were all occupied, and the thousands thronging the roadways made the passage for our car almost impossible. At the Hotel Metropole a breakfast had been held, which many of the guests of the Motor-Car Club, who were organizing the run, attended; and the Earl of Winchelsea tore up, amidst great enthusiasm, a red flag, to show the contempt of the brave motorists present for the defunct regulations under the old Act. I myself was not driving a car, neither was I a guest to occupy a post of honour on any of the cars on that run.

It is said that the spectator often sees most of the game; and I must confess that I saw on that morning

much to amuse me. It was all particularly funny when viewed in the light of later knowledge. For instance, I do not suppose that any of the occupants of the cars, excepting the actual foreign mechanics who had come over from abroad with them and who had run them previously, could say how far any particular car would go on its fuel capacity. Electrically-propelled vehicles turned up with a great show, quite ignoring the fact that their capabilities were limited to less than a twenty-mile run. A parcels van was also in evidence, although I do not suppose it ever carried a parcel in its existence, and it certainly looked as if it would collapse forthwith if something larger than a hat-box was placed upon it. The drivers themselves made an interesting study. The Frenchmen were, of course, wildly excited; if gesticulation and talking could have accomplished anything, much would have been laid to their credit. The English crowd was rather fearful; in fact, one might say, almost nervous; going they knew not where, nor how; but, nevertheless, determined to go, while there was any possibility of going.

Most of the cars were historical, in view of the fact that they had, even then, accomplished great deeds. In the first, driven by M. Meyer, was seated Mr. H. J. Lawson, President of the Motor-Car Club, the car

itself being the identical Panhard-Levassor on which M. Levassor had achieved his great victory of the previous year in the Paris-Bordeaux race. No. 2 was a German Daimler landaulette, which had the previous week occupied a prominent position in the Lord Mayor's Show, and contained, amongst other distinguished personages, Herr Gottlieb Daimler himself. No. 3 was a Panhard-Levassor car, which had won the Paris-Marseilles race. No. 4 belonged to the Hon. Evelyn Ellis. McRobie Turrell, as I have mentioned, was also driving a Panhard-Levassor car, whilst Léon and Amédée Bollée and H. O. Duncan were all handling Bollée tandem machines. Another machine of great interest was driven by Mr. E. J. Pennington, who, at that time, was claiming great things for the motor invented by him. And an American-made machine, in the shape of the Duryea, also figured prominently. Another bold person, in the shape of Mr. Gorton, jun., rode a fearful and wonderful tricycle, which started off with many kicks and jumps, much to the alarm of the crowd.

The progress of the start was slow, and as I watched the cars slowly making their way towards Westminster Bridge, I distinctly remember wondering whether any of the party would come back alive. Of course there were a number of wrecks left at the starting-post, and one of the last things I noticed was a French mechanic, who spoke not a word of English, stranded with his car, in misery and rage, and keeping off the crowd with the aid of a particularly vicious and formidable-looking starting-handle. Another interesting machine I noticed was a motor bicycle; that is, if one can call a mass of mechanism mounted on two wheels by such a name. I have no idea how much it weighed, but the unfortunate rider who was endeavouring to control it was not only in a state of abject fright, but had no idea as to what he ought to do. One thing was clear, namely, that he had to get the machine going by running alongside, and when he had once started it he had in some manner or other, best known to himself, to get into his seat, a performance he signally failed to accomplish. The last sight I had of him was when he was lying prostrate in the road with the machine on top of him, helpless and unable to move.

The progress of the procession was duly recorded by the evening papers, and considering all things it might have been worse. But incidents were numerous, and accidents were not altogether unknown. Pennington endeavoured to get to the front very shortly after the start, and was put out of the procession by bursting a tyre somewhere near Brixton, having eventually to resort to the ignoble and much-despised train. The Duryea car seemed to be travelling very well, and from all accounts arrived in Brighton first, somewhere about three o'clock in the afternoon. Duncan, on his Bollée machine, had charged a hedge, landing himself and his passenger in a field, and eventually appeared being ignominiously towed behind a common cart. Stoppages were the rule, and as hardly anybody on the cars knew anything about them, devices to get going again were varied and ingenious, the most common one being to wind the starting handle vigorously in the hope that something would happen. In the case of the Bollée machines it usually did. Generally it was a back fire; and I have no doubt that Duncan remembers to this day his painful experiences in this respect.

The parcels van I referred to was, as a matter of fact, fitted up as a "break-down" van (save the mark!). It contained many things which, in the opinion of the experts, might be required by the various cars on the road, and it was supposed to bring up the rear of the procession to aid any of the cars which were stranded. There

was no question about it being in the rear of the procession; it was incapable of being anywhere else. Charles Rush, who was driving, explained to me that he arrived in Brighton on the following morning at three o'clock, having spent the best part of his time beneath his car repairing break-downs on the "break-down" car.

The effect of the run on the public was curious. They had come to believe that on that identical day a great revolution was going to take place. Horses were to be superseded forthwith, and only the marvellous motor vehicles about which they had read so much in the papers for months previously would be seen upon the road. No one seemed to be very clear as to how this extraordinary change was to take place suddenly; nevertheless, there was the idea that the change was to be a rapid one. But after the procession to Brighton everybody, including even horse dealers and saddlers, relapsed into placid contentment, and felt secure that the good old-fashioned animal used by our forefathers was in no danger of being displaced. It was, however, the beginning of the movement, and the start in England of the great modern era of mechanical traction on the road."

The following was given as the official result:

- | | |
|-----------------------------------|---------------------------------------|
| 1. Léon Bollée. | Time 3 hours, 44 minutes, 35 seconds. |
| 2. Camille Bollée. | Time 4 hours, 44 minutes, 20 seconds. |
| 3. Panhard Wagonette No. 8. | Time 5 hours, 1 minute, 10 seconds. |
| 4. Lawson's Landau. | Time 6 hours, 7 minutes, 30 seconds. |
| 5. Panhard Dog-cart No. 6. | Time 6 hours, 8 minutes, 15 seconds. |
| 6. Sherrin's Electric Bath Chair. | Time 6 hours, 12 minutes, 10 seconds. |
| 7. Daimler Phaeton. | Time 6 hours, 12 minutes, 25 seconds. |
| 8. Pennington's Tricycle. | Time 6 hours, 17 minutes. |
| 9. Bersey's Electric Laundau. | Time 6 hours, 19 minutes, 40 seconds. |
| 10 Panhard. | Time 6 hours, 22 minutes. |

Bob, a 70-year old, extremely wealthy widower, turned up at the Yacht Club with a breathtakingly beautiful and very sexy 25-year old blonde-haired lady who knocks everyone's socks off with her youthful sex appeal and charm and who hangs over Bob's arm and listens intently to his every word. His mates at the Club are all aghast.

At the very first chance, they corner him and ask, "*Bob, how'd you get the trophy girlfriend?*".

Bob replies "*Girlfriend? She's my wife!*" His mates are astounded, but continue to ask. "*So how'd you persuade her to marry you?*".

"*I lied about my age*" Bob replied.

"*What? Did you tell her you were only 50?*"

Bob smiled and said "*No, I told her I was 90*".

HANDLING BIG NUTS

Euan Coutts OD793 (Vauxhall chap) from Orange has written the article below on how one overcomes the problems one encounters with handling big nuts. I must say I have not experienced this problem however his advice for those of you with big nuts is below if you need it.

Most of our old cars seem to feature large diameter, say over 1"(25mm). Nuts, usually plugs, adjustment nuts and hub caps and some of them can be very odd sizes, or even octagonal. Up to this size we are well catered for with reasonably priced sockets and spanners, but over this size sockets and spanners become a bit pricey. Usually we handle these items by using big shifting spanners or as a last resort, Stillsons and cold chisels, which can be awkward and not very satisfactory and damage the nut

I have made a number of spanners of the ring variety simply out of ordinary black mild steel. They will take a surprising amount of force They are relatively easy and quick to make, work well, but require some careful marking out.

The last one I made was for the steering ball joint caps on the Vauxhall which are $2\frac{3}{32}$ " (53mm approx) A/F which is 60 mm across the points. In this instance I used a piece of 5 x 75 mm steel 300mm long. Polish up one side and coat with marking blue or similar. Mark the centre line along the length. Centre pop the centreline 37.5mm ($\frac{1}{2}$ of 75mm) from one end.

With the dividers set at 37.5 draw circle with the pop mark as the centre. The drawn circle should just brush the end and two sides of the steel. This is the outer ring. Set the dividers at 30mm ($\frac{1}{2}$ of 60mm) and draw another circle from the pop mark inside the first circle.

For a hexagonal nut, use your dividers without adjustment to step around this circle, starting at the centreline. The marks represent the points of the nut. Make sure that the steps are even and then join them up with scribed lines. It is important to get the points in the right place. Check that the A/F measurement is the same as the nut, then centre pop the points.

For an octagonal nut I adjust the dividers and step around the circle using trial and error, until the steps are even. If you want to you can work out the circumference and divide by the number of points to get the divider setting. Again check the A/F measurement and again centre pop the points.

Drill a series of small holes, say 4mm, as close together as close you can along the lines of the hexagon or octagon you have drawn. I usually use a small chisel to chisel between each hole and eventually break out the centre. File to the lines, checking the fit as you go. In these big sizes the fit doesn't have to be perfect, but it has to be fairly good. You can use the "spanner" as it is but I generally make a tapered handle and saw the top part round, following the outer circle, and tidy the whole thing up on a linisher, or with a file

You can use this method for any size nut and I have used thicker steel, 6 or 8 mm if the spanner is to get heavy service. I have tried putting the nut on the steel and drawing around it but it seems hard to get a good result with this method.

Thanks to the VCCQ for this article, from whom it was stolen . And by the way, did it ever occur to you that AF on a spanner means across the flats.

The Washington Post has published the winning submissions to its 2021 Neologism contest, in which readers are asked to supply alternative meanings for common words.

The winners are:

1. Coffee (n.), the person upon whom one coughs.
2. Flabbergasted (adj.), appalled over how much weight you have gained.
3. Abdicate (v.), to give up all hope of ever having a flat stomach.
4. Esplanade (v.), to attempt an explanation while drunk.
5. Willy-nilly (adj.), impotent.
6. Negligent (adj.), describes a condition in which you absentmindedly answer the door in your nightgown.
7. Lymph (v.), to walk with a lisp.
8. Gargoyle (n), olive-flavoured mouthwash.
9. Flatulence (n.), emergency vehicle that picks you up after you are run over by a steamroller.
10. Balderdash (n.), a rapidly receding hairline.
11. Testicle (n.), a humorous question on an exam.
12. Rectitude (n.), the formal, dignified bearing adopted by proctologists.
13. Pokemon (n), a Rastafarian proctologist.
14. Oyster (n.), a person who sprinkles his conversation with Yiddishisms.
15. Frisbeetarianism (n.), (back by popular demand): The belief that, when you die, your soul flies up onto the roof and gets stuck there.
16. Circumvent (n.), an opening in the front of boxer shorts worn by Jewish men.

STUFF ON THE NET

9 cars with extreme big engines.

You reckon your beaut V8 is a big engine? Its probably a baby compared with the engines in this video. The first one is a 28 litre 4 and it looks and sounds pretty beastly with flames and sparks. The one in the photo here is 42 litres. There is a 27 litre Rolls that smokes the tyres a bit. Now that you mention it, quite a few of em do that.

<https://www.youtube.com/embed/AsKjPwRaA5Q>



THE STORY OF ONE DARWIN MOTOR VEHICLE ENTHUSIAST MEMBER IN WARTIME DARWIN

Audrey Grace was nine at the beginning of the bombing era and was living in a house which her father, Walter Que Noy, had built in Stuart Park, where Maccas is currently.

When school ended at the end of 1941 her father took the family to Pine Creek for safety as he felt that Darwin might be at risk of being bombed, but felt that they wouldn't bother to bomb Pine Creek. During the Darwin bombing scares the sirens sounded even in Pine Creek.

Audrey remembers seeing the Jap planes flying over as they had travelled further south before turning north for their attack.

After the first bombs fell in Darwin on 19 February 1942 Audrey's family and many other families were evacuated by the army by way of Railway cattle "trucks" or transporters, just open wooden carriages from Pine Creek to Larrimah where the railway line ended. They were then transferred onto the back of army trucks to continue to Alice Springs.

The "old" original Ghan, just seats, no sleepers and no diner carriage (meals, food were available en route at stops specifically for railway usage mainly, like Maree, Oodnadatta (and whatever stops happened to be there) took them from Alice Springs to Port Augusta, where they were transferred to SA Railways to be sent on to Adelaide.

In Adelaide, the evacuated families were housed on a farming property at Eden Hills, where Audrey and other children first experienced sheep, cows and other farm animals.

Stories of the families evacuated were published in the PIX Magazine of the time.

Audrey and family lived at Findon, they went to school and had ration coupons for essentials to live on during the war years. Audrey's father started a small firewood business because everyone needed wood for their stoves and room heaters, specially during the cold winter months.

VP DAY – (Victory in the Pacific Day) was declared after VE (Victory in Europe Day) in 1945/46, so Audrey's father built his own caravan, in which the family returned to Darwin after the war in 1946, in early August to find the family house (built where McDonalds is now in Stuart Park) was still standing but in need of much repair.



WANTED BSA WM20/M20 PARTS

Phone Steve on 0429852861
or email wishman69@gmail.com

WEDDING CAR WANTED

XW or XY FALCON to complement the one they already have. On 24th July.

Plse ring Sarah 0422296766

Leyland Mini Parts - \$50

Will not separate – Take the lot!

4x front seats

2x back seats

Remote gear lever (Not the box, just the part that bolts to the box)

Steering rack

Old door-window glass

Various small parts;

Numberplate flap for the boot,

Heater, gauges (Leyland, not mini)

Etc & anything else Mini-related I can find in the shed.

Duncan 0458 161 556

XL Futura Falcon 1963

In very original condition 89000 miles

Unrestored survivor. Airconditioned.

The flashest Falcon they made.

\$20000 Ted 89886049

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Deadline.... The end of the month.

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1928 Dodge Standard 6 Sedan

Project car completely dismantled.

Body and guards are very straight.

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Pontiac Parisienne 1964

Optional 327 engine, Airconditioned.

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WOTS ON

JUNE 27TH

All Ford day, by the Classic Ford club. Flyer attached.

JULY 11TH

MVEC vs CLASSIC HOLDEN CAR CLUB CRICKET MATCH.

Players wanted. You wouldn't want those Holden owners to win the cup again would you? Ring Peet 0417855222 and confirm your spot. MVEC is running the BBQ this year and the deal is BYO.

Meet at Wishart Siding at 9am to cruise down together.

JULY 14th

Delage rally that was supposed to arrive last year will finally get here.

JULY 22 23 24

Darwin Royal Show 70th anniversary. We would like as many cars as possible to be part of the grand parade.

AUGUST 1st

REJEX Rally. Rejex Rally may start at the hangar this year but can not be confirmed at this stage. See info box below.

AUGUST 11

Back to the Track 21 will see biggest mobs of military vehicles arriving at Richard Luxton's Coomalie airstrip for an overnigher before heading on to arrive in Darwin on Sat 17 in time for the 76th anniversary of the victory over Japan on Sun. They will have a searchlight running on the evening at Coomalie. There is a website explaining all about the event. <https://www.backtothetrack2021.com/>

REJEX Rally is on again. This year we will start in Darwin, travelling to Pine Creek on Saturday 31 July, and then on to Katherine on Sunday 1 August. Rooms are presently available in both locations, but these are likely to get booked quickly.

Entry is by electronic means only..... <https://www.namsc.org.au/civicrm/event/info?id=253>

Adam Cullen

Event Director

ancullen@yahoo.com.au



Invites all to come and celebrate our

ALL FORD DAY



Celebrating 50 years of the iconic XY-GT

SUNDAY 27TH JUNE 2021

10am – 2pm

Robbie Robbins Reserve

Show entry via Gold coin donation

Trophies and prizes to be awarded

Presentations from 1:30pm

Display entry welcome to all Ford cars \$10 pre-registered and \$15 on the day

For pre-registration email details to - classicfordclubnt@hotmail.com