

Motor Vehicle Enthusiasts Club

No 144

AUG 2021

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



DKW COUNTRY

DKW (*Dampf-Kraft-Wagen*, English: "steam-powered car", also *Deutsche Kinder-Wagen* English: "German kids' car". *Das-Kleine-Wunder*, English: "the little wonder" or *Des-Knaben-Wunsch*, English: "the boy's wish"- from when the company built toy [two-stroke engines](#)) is a German [car](#) and [motorcycle marque](#). DKW was one of the four companies that formed [Auto Union](#) in 1932 and is hence an ancestor of the modern day [Audi](#) company.^[2]

What's it matter what DKW stands for. These cars are real and refreshingly different.

Jill and Paul Weidenbach

I had bumped into Jill and Paul and one of their cars on a couple of occasions at car events while in South Australia. They had a couple of DKW cars. Before the meeting I had been under the impression that DKW's were motor bikes, not cars. I needed to go and check em out at their home in Whyalla. Whyalla by the way, is parked on the other side of a large gulf, an Amphicar would have been handy for a shortcut, I chose the longer way round the top of the gulf. On the way I was imagining a couple of unusual cars to check out in the shed. The cars were there for sure, but what was also there was something along the lines of a record for how much really neat stuff you could fit in a suburban garage and still be able to see it all. Well you might have to stretch your neck a bit here or there.

So when I first walked in the door I stopped for a minute to take it all in because there are goodies everywhere, including up! One thing that caught my eye was the machine they used in a large store to handle your payment. One method was a tube system where the shop assistant would put the sales docket and your tendered cash in a cylinder around the size of a coke can. He would then stick the cylinder in a pipe next to the counter and whooosh. The cylinder and your cash would disappear. Then while he was wrapping your purchase, whooosh and clunk, and the cylinder would reappear in a wire basket with your change. The other method was where they put your docket and cash in a small bag and attached it to a device hanging from the ceiling and pulled a trigger and your money would tear across the shop hanging from a trapeze wire, making a zinging sound as it whizzed over the heads of the customers around the shop. At the other end of the wire was the cashier's office. The cashier would take the dough from the bag, and put the correct change in it and twang it back to you, and a lot quicker than it takes for the stupid eftpos machine to tell you there are insufficient funds in your account even though you know you have enough in the bank to buy the whole department. Anyhow that machine with the trapeze wire is called a LAMSON PULL, and here was one attached to the shed roof and in perfect working order. It would shoot across the shed no worries. I would have put some money through it but Jill and Paul wouldn't sell anything. They not only had the machine, but the parts and instruction manual too.

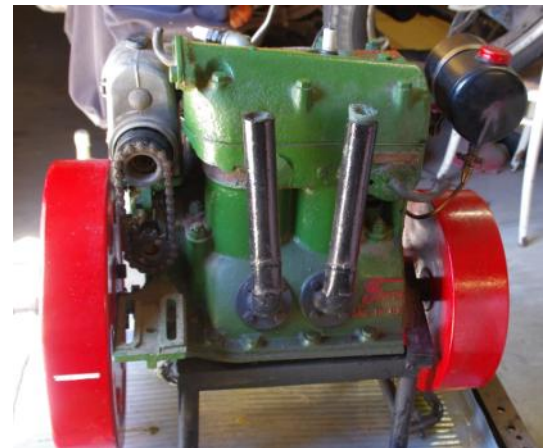
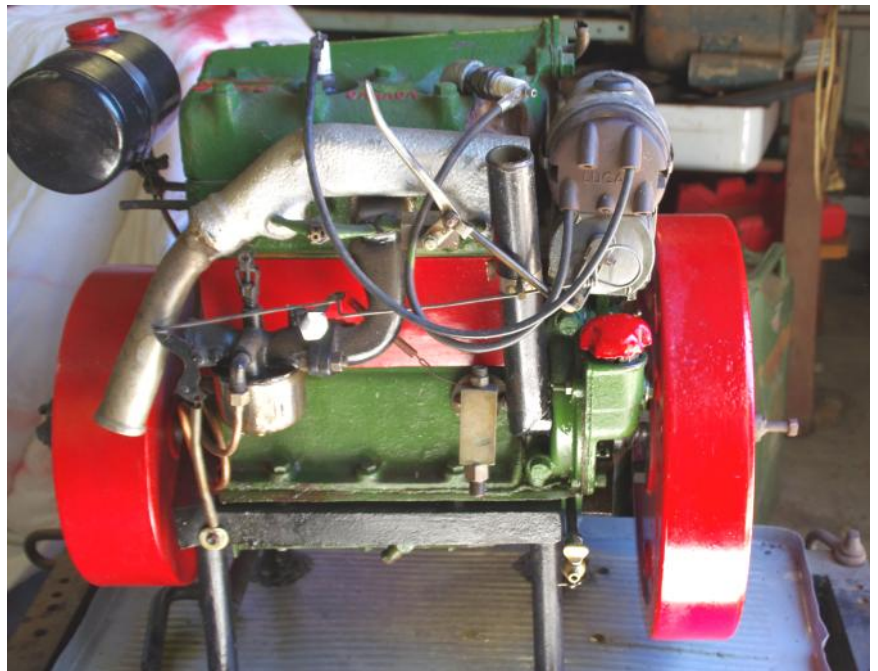


The Lamson Pull. You stuck your docket and your cash where the papers are and pull the rope to cock it. Then fire off to the cashier at the other end. The paper in it is the original instructions and parts list. Too cool !



At this stage I was still on my first step into the shed and there by my feet was something strangely familiar. It was familiar because it looked similar to a model T engine, but much shorter. Years back when visiting Jim Coopers magnificent Ford collection I was shown a model T engine block that had been cut in half so there were only 2 cylinders. It was a mystery at the time why someone would have done this. The mystery was never solved. Well the answers were all revealed in Whyalla.

It was a bit common back in the days, to use them to make a smaller engine for boats, grain elevators and such. The block was cut in half using a wood saw. Why? Because a hacksaw doesn't have enough travel. You would only get 4 or 5" down and the frame would rub on the block stopping you cutting any further. The cam was turned end for end to get the correct timing and the crank is cut and welded so both pistons come up together. One is on compression and one on exhaust stroke. And does it work? You bet, this one was used in a boat at Pt Germein for 7 years and its still running, I watched it start and tick over just lovely. It sounds like any old stationery engine. The water jacket is a bit rusty from its life running sea water through it. Another common innovation from those times is for when the engine is a bit tired and oiling up spark plugs. The standard spark plug thread for these days was 1/2" pipe thread. So by screwing a 1/2" pipe elbow into the spark plug hole and screwing the plug into the other end of the elbow, the engine would still run ok but wouldn't oil the plug. And Paul got it off the old fisherman who had had it in his boat. It was just laying around in his yard holding the weeds down, and it turns out there were a few of them around just a few years back and one of them was running on one cylinder only. The other cylinder was used as an air compressor. Passing lots of smaller items that will take up too much space to describe, is a **1913 Ford**, complete with all 4 cylinders. They have had this car for 44 years but with a little bit long restoration, it has only been running for 6 years. They started with not much more than a chassis and collected bits from here and there. The back half, the tub, came from Dimboola in Vic where it was being used for a lounge chair, complete with its original covering. It was a bit tatty but Paul was going to keep it but buckled under pressure and ended up with pretty new upholstery. They gave the engine to a bloke to do up and it was 12 years later



Different views of the 2 cyl model T. Note the broken corner of the water jacket from years of circulating sea water. Also the spark plug screwed into the 1/2" water pipe elbow. The engine still runs perfectly. The proverbial poetry in motion.

that they got it back. You can't hurry these things. The mudguards were made by a local builder and another bloke did the woodwork and the doors. Who knows where these people gained the skills to do these jobs. You don't usually expect a builder to come out with such lovely sheet metal work.

But the 1913 model wasn't the start of it all, The 1st old car was another model T but a bit newer, a **1925** model. They found it on Eyre peninsular at a farm down Kimba way. Back in the days they used to put up a low tin roof with an inverted gable to catch any rain that might fall and direct it to the tank. This car had been parked under this structure but it didn't quite fit all the way under, and the back half was out in the weather, and there it remained for half of eternity. So when Paul and Jill rescued it the back half was totally rotten or missing but the front half was there but a bit sad. But with a few years of fixing it was as good as new. And when the old car club fired up at Whyalla this was no 1 on the register. The first restoration in the club. That was in 1974. The 50th anniversary will be up in a couple of years. Around this time they drove it to Broken Hill with 2 young kids in the back and while at a service station somewhere along the way, the service station bloke noticed the fan belt had gone missing. He was a bit concerned as to what to do as he wouldn't have a belt in stock for a model T. They are a bit different to your normal V belt. He was

The 1913 model T has a nifty windscreen wiper. It stays vertical the whole way across plus it wipes the inside and the outside of the windscreen at the same time.



This is where the collection all started . The 1925 model T rescued from half under a roof on Eyre Peninsular.



Then the upgrading to an older car over 36 years. The 1913 model T. Jill isn't impressed with those side windows.



aghast when Paul said he would do nothing. He was even more aghast when Paul shut the bonnet and drove off into the blue yonder. After all you don't need a belt on a model T if you are cruising. All it does is turn the fan and you only need that if you are stopped or travelling very slow.

Well once you have an old car you just seem to want something a bit older and that is where the 1913 model came about, but you can't be idle. There had to be something else they needed. And Jill was sick of the primitive windows on these old Fords.

The **1958 DKW** came up for auction while they were in Adelaide so they had a friend do the bidding for them. They asked him to bid up to \$1500 for it, trouble is the price went to \$1700 so they missed out. They then had to chase up the new owner who lived at Hawker, some 200km away. He wasn't all that keen to sell it, being the owner of an antique shop he hired out his old stuff to movie makers and that is what he had planned for the DKW. He almost doubled his money as it took \$3000 to get him to change his mind.

It is powered by a 1litre 3 cylinder 2 stroke engine. The badge on the dashboard states 3=6. They are suggesting the 3 x 2 stroke cylinders are as good as 6 in a more conventional 4 stroke engine. The gearbox sits behind the engine with 4 synchro gears. It also has a freewheel clutch that engages when under power but releases as soon as the accelerator is released. But the most important feature according to Jill, is the fact that it has wind up windows! There are 2 very hefty transverse leaf springs holding the car up but although they look very beefy it all seems to work well. They have driven this car pretty extensively, clocking up 26000 miles including 2 trips to Canberra and another 2 to Melbourne. I got taken for a spin in it and it cruises at 50mph



*No water pump here but a nifty fan. Note the radiator is at the rear of the engine.
Did I mention both these DKW's are front wheel drive?*



nicely. When started from cold it sounds a lot like an outboard motor when you are running it out of the water, but once warm settles down nicely. Not noisy at all. 2 strokes sound a bit different when you are cranking them before they actually fire up. Sort of a doog doog doog sound. Paul told me of a mate that built one of these cars into a racing car and then decided to get it registered. With a straight out exhaust the noise was probably going to be a problem as he had to get it inspected by the relevant authority. When it came to that point during the inspection the inspector was at the back of the car and called out to mate to start er up. Mate started cranking the car which started making the doog doog doog sound and the inspector called out "yep that's fine". The engine hadn't yet fired. So mate didn't bother pointing that out. This car has a couple of nifty features to make it easy to use. One is the steering wheel isn't round. The bottom half of the circle is flattened to give more clearance for your legs. Also the column mounted gear lever is in the up position when in top gear. Once again you get more room when cruising.

The **1937 DKW** came about after the '58 model. It seemed a good idea to have an earlier model but there just weren't any good examples for sale anywhere. They bought a couple of very sad examples from SA and a better one from northern NSW and built a car with the best bits from all 3.

This one has 2 cylinders, still 2 stroke with 700cc capacity. The gearbox is 3 speed crash. You have to double de clutch right through. It still has the free wheel clutch that will see the engine idle immediately you release the accelerator. The generator and starter motor are combined so the starter is always engaged and is totally silent. The gearlever is also a bit different, it sticks out of the dash horizontally but still has the normal H pattern. The shaft attached to that lever then heads off through the firewall and right through the fuel tank before getting to the gearbox via some linkages. And this car will never have water pump problems, or fan belt breakages either. Because there is no fan belt or fan or water pump, but it is liquid cooled. Works fine without these bits that always break so might as well leave em out. That's how they made them..and it works well.

When this one starts up it barks a bit. It sounds a lot like a modern, well maybe not modern, remember what those beaut 3 cylin-



All important wind up windows and a coupe too!



The 3=6 badge gets pride of place



Note the flattened bottom of the steering wheel.



der Kawasakis and Suzukis used to sound like when they put expansion chambers on them? Ring a ding ding ding.. That's a lot like it. Once it warms up it is quite smooth and this one cruises along at about 35mph nicely. When Paul first was trying to get it going he couldn't seem to get the ignition timing right, then he discovered that this



engine runs backwards to the norm. Another difficulty is turning the motor to the correct position to set the points. There is no fan to grab hold of to turn the crank back or forth. And with a east west motor there is no provision for a crank handle. Paul would jack up the left front wheel and turn that to get the motor in the right place. Also he consulted the manual as to what lubricant to put in the gearbox. It recommended grease with a small amount of oil. He reckoned he could do better than that and put oil in there. The result was the exhaust smoked like crazy, it sucked the oil through into the crankcase.

He now uses grease in the gearbox. And both these cars run premix at 25:1



Only 2 cylinders this time but they perform remarkably well. Note the gearshift shaft runs neatly through the fuel tank.





The dash of the 1937 model. Just in case you forget how to use that gear lever one of the gauges is a diagram of how it works. The fuel gauge is unusual in that you have to operate a pump to pressurise the tank to get a reading. After about 5 minutes the pressure is leaked down and no reading. Stops people who are always worried about running out of petrol.



This is a view of the headlight when sitting in the front seat. I had to ask what the little red light on top is for. It's to tell you the headlights are on.



This is an engine and gear-box unit from the 37 model. It sure looks like it was meant for a motor bike. Just put in backwards and reverse the rotation on the engine.

Thats most of the cars accounted for. Now check out a couple of the more unusual things I spied here.



This device is bolted to the running board of the 1925 model T. It is a mobile battery charger. For when you get stuck with a flat battery. The info plate on it says 7V 3A@100RPM. (these cars are 6V) That means you have to whiz that handle around at 100rpm for a long time to charge the battery. It occurred to me later these cars have a crank start as well as a starter motor. Wouldn't that have been easier?



The bed pan collection is a first for sure!



A very early trolley jack with no hydraulics.



Clocks, phones, lights, all kinds of nifty items adorn the walls.



Accessories for model T's. These devices, both different brands are meant to give you more power and better economy when up to cruising speed. You pull a lever on the dash and you can see it lets air into the intake manifold. Paul assures me it works well !





An extensive collection of Ford specialty tools for model T's



*The correct sized vice for any job.
A scooter hiding behind a model T.*



I knew, or hoped anyway, there would be a DKW motorbike here



A Lambretta keeps company with the DKW. There was so much to see here I totally missed the Beetle when I was there. I first noticed in when I looked at the photos.

1926 Harley Pup



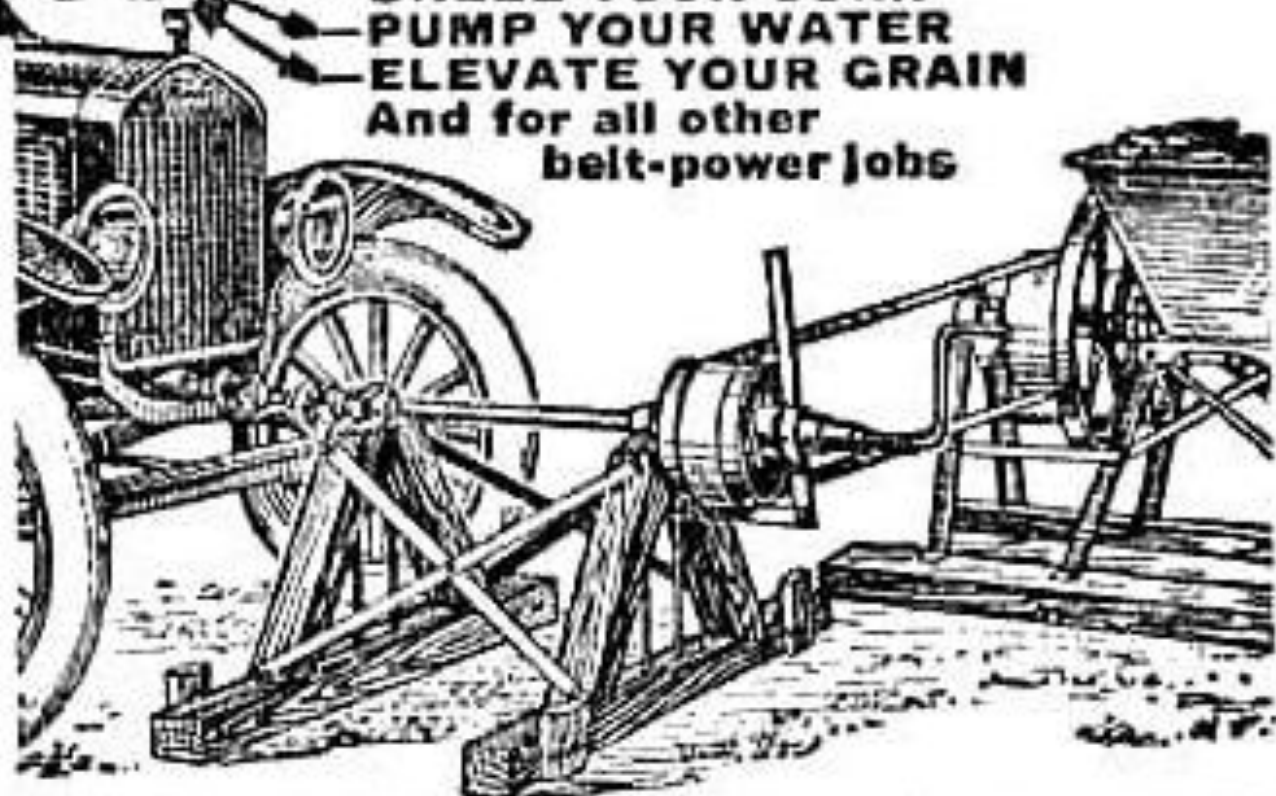
There is one vehicle there that is not a share one. The Triumph Stag is totally smicko and its all Jill's. And it definitely has wind up windows all round!



Use Your Ford

to

- SAW YOUR WOOD
 - GRIND YOUR FEED
 - FILL YOUR SILO
 - SHELL YOUR CORN
 - PUMP YOUR WATER
 - ELEVATE YOUR GRAIN
- And for all other
belt-power jobs



Why Buy an Engine When a Low-Priced "WORK-A-FORD"

can be used with your Ford for all belt work? Your Ford has a powerful engine. It will outlast the car and you might as well use it and save your money. No wear on tires or transmission. Just drive up and hook on in three minutes. Friction Clutch Pulley. Governor regulates engine speed. Write for free circular and 10-day trial offer.
WORK-A-FORD CO., 831 Madison Terminal, CHICAGO

From Museum musings WA.

History of the Redex Australia Trial

While F1 and the WRC rule supreme in the world of motorsport in the 21st century, over fifty years ago a much longer, and in our opinion more exciting, type of race captured the imagination of racing fans across the globe — the Redex Australia Trial.

Unlike any other race before or since, the Redex Trial was a special rally which saw over two hundred amateur and pro drivers circumnavigate Australia in a collection of cars, the majority of which were nowhere near appropriate enough for the tough conditions. Sponsored by Redex for the first three years, the event was later dubbed the “Redex Reliability Trial” in homage to Redex products thought to considerably improve the reliability and performance of the competing cars.

The first Redex Reliability Trial was held in 1953, at a time when the majority of Australia’s roads either didn’t exist or were in a poor state of repair. Even the Melbourne to Sydney stint, which is considered a fairly easy drive today, was hard going for the drivers — with dusty tracks serving as roads in place of modern motorways.

This tough terrain, coupled with the unsuitability of the cars themselves, was what generated interest in the race, both with the fans and the drivers themselves. At the time, the idea of driving the length and breadth of Australia in an average motorcar was simply unheard of; there were few motels, and fuel stations were located more than 1,000km apart in some regions, making for a logistical nightmare for organisers. Thankfully, Shell came to the rescue, placing hundreds of petrol dumps along the 5,000km route between Townsville and Adelaide.

Despite the scale and significance of the race, the rules were very simple. Drivers weren’t allowed to make any performance-enhancing modifications to their cars, except to add auxiliary fuel tanks and comfier seats. They would lose one point for every minute late to enter a control point, as well as a further 100 points for disobeying a direction from race adjudicators. If a driver had to swap a part at any point during the race, they would also have 500 points deducted from their overall score.



The Redex Trial attracted many of Australia's and the world's greatest drivers, including Ken Tubman, Stan Jones, Jack Davey and Jack Murray. Jack Murray became known as Gelignite Jack for his antics of throwing sticks of exploding Gelignite out of the car window along the route.

Come race day of the first trial (30th August '53), a total of 187 racers set out from Sydney on the 6,500 mile drive, with over 150,000 Sydney residents coming out to wave the drivers off on their epic trip.

Having accrued the best overall points tally, Ken Tubman was hailed the winner of the original 1953 Redex Reliability Trial alongside co-driver John Marshall. The duo drove a '53 Peugeot 203, something which proved significant for the modest French car manufacturer, which experienced a surge in car sales following Tubman's win down under.

To survive the mammoth route, which passed through some of Australia's most unforgiving terrain, drivers were required to carry additional fuel drums, sand mats, shovels and picks, as well as enough food and water to go the distance between each checkpoint.

Subsequent Redex Trials were held in 1954 and 1955. Jack and Bill Murray won the 1954 Rally in a 1948 Ford V8 Deluxe without the loss of points and the

1955 Rally was won by Laurie Whitehead and Bob Foreman in a Volkswagen 1200 with the loss of 21 points.

While the Redex Reliability Trial no longer exists, Redex products are still available claiming they can enhance engine and fuel economy.

Source: Christensen Collection, CityLibraries.



More Redex photos. A Vanguard (I think) and a Holden.



This article stolen from our WA colleagues Museum Musings

AUSTRALIAN ARMY LAND ROVERS -SERIES 2 & 2A

During 1958 a trial was conducted in order to determine a replacement vehicle for the WW2 Jeep, which was still in service with the Australian Army. Trials were held between the following vehicles, all in the ¼ ton load carrying class :—(1) Land Rover Series 2, 88-inch wheelbase; (2) Austin Gypsy; (3) M38A1(CJ5 prototype); (4) CJ-3B Jeep; (5) Melbourne built 'Freighters' vehicle. Willys Jeep WW2 Control vehicle All were in the ¼ ton 4x4 class, all to be compared with the, then in service, WW2 Army jeep. The Series 2 Land Rover SWB was selected on the basis of its strength, reliability, and the soon to be released Series 2A model with its engine increase from 2 ltrs to 2 ¼ ltrs. The first units, both short and long wheelbase, were in service from early 1959. The Army took delivery of a total of 1841 Series 2 Land-Rovers with the improved 2 ¼ litre, 4 cylinder, petrol engine, being: 1221 SWB (88") & 620 LWB (109") vehicles. Between 1961 and 1971, 1010 SWB and 3766 LWB Series 2A, 4776 in total were added to the fleet. There was a desire within Army hierarchy to adopt 9.00x16 tyres to increase ground clearance and 2A LWB vehicles had their front fenders cut to facilitate them. The axles and drivetrain proved unequal to the task however and the smaller 7.50x16 bar tread tyres were retained. Series 3 Army Land Rovers retained the normal rounded wheel arch. Some Series 2A Army Land Rovers soldiered on until the middle 1990s.



AUSTRALIAN WAR MEMORIAL

881 13/1/91

MVEC vs CHCC Annual Cricket Match 2021 by our on the spot reporter Suzy

The annual MVEC vs CHCC cricket match has been held & after a dire struggle to everyone's "shock" MVEC won 60-45. Both teams played well and the crowd enjoyed an entertaining match.

There were many highlights as Bob & Adam opened the batting for MVEC and scored well which gave us a solid start. Our bowler's seemed to be channelling the greats like Dennis Lillee, and were supported by some inspirational fielding.

The whole day was a great success so a big pat on the back to all the members & friends who attended.

Thank you to the Batchelor branch of COTA who ran the BBQ & cooked up a storm. See you all next year.



*Above: Peet accepts the gold from the vanquished Holden owners.
Left: As usual most of the Holdens had their bonnets up with
mechanical problems.
Below: Action on the pitch!*





We stole the show! Mvec was asked to have some vehicles in the grand parade at the Darwin show. There was such a good roll up we really did steal the show. We even had the bagpipe band to pipe us in and out.

Repair Mistakes & Blunders

In the late 1990s I had a 1982 Datsun 4wd pick-up that was purchased new, and I had taken meticulous care of. One day I tried to start the truck, and the starter acted like it was not getting enough voltage/amperage. The battery and terminals were clean and had no corrosion. I charged the battery to make sure it was not that. No change. I swapped a battery from another car. No change. Then I replaced the starter. No change. I cleaned the ground terminal on the engine. No change. The lights and other electric parts worked fine. The cables were all good. Then I decided to take some jumper cables to use another ground rather than the one on the motor. Vroom! The starter now worked great.

Here was the problem. The factory had the ground cable bolted to the exhaust manifold. Even after cleaning everything, the steel bolt threaded through the manifold and its gasket into the aluminum engine block, had over time become less capable of providing a reliable ground carrying the amperage needed by the starter motor. So I re-grounded the negative battery cable elsewhere and all was good. As usual with many automotive electric issues, bad grounds and broken wires make up most problems. Check those first.

Tom in Missouri

Stuff on the net

Here is quite a neat story about a gent that owned and drove the same car for 77 years. Obviously he was born with the proverbial silver spoon as at the age of 26 his birthday present was to choose any car he wanted. He chose a Rolls Royce Silver Ghost. At the end he donated the car to a local museum with the cash to build a shed to display it in. There is a bit more to the story and it is quite interesting and you can read it all at ...

<https://springfieldmuseums.org/collections/item/rolls-royce-phantom-i-rolls-royce-company-springfield-ma/>

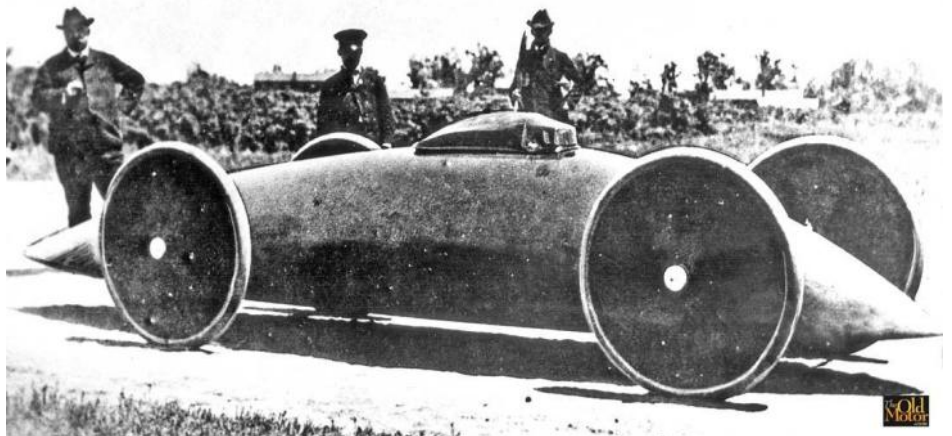


Possibly you have heard of Baker electric cars, I think I put a link to it in this column a couple of months back. If you missed it the link is <https://www.youtube.com/watch?v=OhnjMdzGusc>.

Well it seems Mr Baker made some more far out electric cars than these. In fact he was doing 100MPH in his electric car in 1902. But there is always a catch and Mr Baker's problem was that he was fairly consistent at crashing these cars.

But once again he was ahead of his times as he used seat belts and was never seriously injured in these prangs. There is a lot more to read at ...

<https://theoldmotor.com/?p=147166>



And there is the story of the VASA. This another of those fantastic man o war sailing ships that big headed kings had built to demonstrate the size of their ego, and sunk on their maiden voyage within cooee of the wharf they set out from. And there it sat for 300 odd years till someone figured out a way to get it back. Nothing to do with old cars but an interesting read.

<https://getpocket.com/explore/item/the-quest-to-find-and-save-the-world-s-most-famous-shipwreck>



Jaguar XJ6 engine and auto trans

Price: 1 bottle rum
Steve 0418893628

Ford Capri or Mazda 323 starter motor

Brand new \$ free

Cardone power brake booster 54-91118

Suit 50's or 60's GM vehicle

Brand new \$ free

Ted 89886049 longtelescope@gmail.com

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.

MGA Body and Chassis

\$ Free to a good home.

Deceased estate
needs to be gone
fairly soon.

Located in Parap

Dee 0411679679



Previous editions

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

Gearshifter

A new online swap meet site is on the net
and its free

Go to gearshifter.com.au

A REMINDER

Renewed your membership to 2021-2022 ?

If you have, no probs. If you haven't done it yet and you have club registered cars they are not currently registered. Club rego requires you to be a financial member of a club and all memberships expire at the end of June. So... If you haven't done it yet, please save yourself some troubles and do it.

My neighbour was working in his yard when he was startled by a late-model car that came crashing through his hedge and ended up on his front lawn. He rushed to help an elderly lady driver out of the car and sat her down on a lawn chair. He said to her, "You appear quite elderly to be driving."

"Well, yes, I am," she replied proudly. "I'll be 97 next month, and I am now old enough that I don't even need a driver's licence anymore."

He asked "What do you mean?"

"Well the last time I went to my doctor, he examined me and asked if I had a driver's licence. I told him 'yes' and handed it to him."

He took scissors out of the drawer, cut the licence into pieces, and threw them in the waste basket, saying, 'You won't need this anymore.'

"So I thanked him and left! "