

Motor Vehicle Enthusiasts Club



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TRANSMISSION

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Isle of Man



If you don't like mudda bikes, sorry folks, this is gonna be a boring newsletter. The Isle of Man is all about motorbikes, at least it is during TT week when I was there recently, and I am still a bit hyped up, and get even more hyped up when I think about it and look at the pics, and write about it.

Can you imagine doing this in Australia. Getting this close to the action for the spectators? Fun for the riders and fun for the spectators, sport is so severely over governed here it takes the spice out of it all. But at the Isle of Man it is all good. Better than good. Just fantastic! And everyone is happy...

The police lady looked me in the eye and stated matter of factly “In case you didn’t know, there has been a motor bike race, and the road is still closed”. Well that was a change from every other time we had been to this spot over the week. Every other time I had enquired when the road would be open I was told there had been a crash and they were cleaning up the wreckage, so they could open the road again and someone else could crash.

We had been on the Isle of Man for a week at this stage and the final race, the senior, had recently finished and this was our last chance to drive the mountain road, part of the TT motor bike race course. Once the racing is over the track reverts to a public road, so you can drive or ride on it and see exactly what the circuit is all about. But maybe I am getting ahead of the story a bit and need to get back to the start.

Being a motor bike rider from way back I knew about the Isle of Man and its motor bike racing heritage. Basically they have been racing bikes around the streets here since they invented motorbikes. The bikes go a heck of a lot faster now, but the streets are basically the same. Same deal with the old stone walls and buildings that are as old as time itself, they line the streets. And these riders on modern bikes ride these narrow roads through quaint little towns at warp speed. I decided I should go and check it all out. It’s a bit like Mecca for towel heads, you gotta go once in your life.

My two sons are motorbike fellers too so we started planning way over 12 months before. Someone told me to make sure you get your accommodation booked at least 12 months before the event or you won’t get any. Someone else told me you could rent a tent without a problem. They have tent cities on the ovals, you can rent one complete with air mattress and sleeping bag or even an upmarket one with a bed. But coming from warm sunny Darwin, I didn’t fancy sleeping in a tent in cold, miserable and mebbe wet weather, so I started looking for a room with 3 beds. While we were over there the locals told us that one year they had bad storms with high winds and all those tents blew away and some of the visitors lost everything they had. The locals chipped in and brought these unfortunates into their homes. This year I am pleased to say, the weather was impeccable. Anyhow, after weeks on the net and numerous phone calls to hotels and boarding houses, I was no closer to getting accommodation and it looked like we weren't gonna go!. In desperation I contacted an old friend who had been there some years before, and got the phone number of a broker in England, to whom I gave the job of finding us somewhere to stay. Finding a place with 3 beds proved difficult but we stayed in a beaut 100 odd year old apartment where the lady of the house rented out all her bedrooms for the week with herself sleeping on a lazy



Driving around the bikes outnumber the cars by far.



Riders were still out in force minutes before they closed the road and it became a racetrack.



Our beaut spot on a small privately owned grandstand



In a flash they had whizzed past and cranked over round the next bend.

boy in the lounge room.

Absolutely everyone going to the Island is there for the TT, we flew in via Dublin in Ireland, and everyone on the plane was a motorcyclist. They were from all over the world. The bloke sitting behind me on the plane was from Darwin, and an MVEC member would you believe. And once you are on the island the mood is just over the top with bikes just everywhere. And going to the pub for tea the first evening was a bit of a challenge. In this sleepy little town of Peel there are 7 pubs and they were all overflowing. And bikes parked everywhere. And we had only just arrived! Some of the people had come over just for a day, or two. Others came for the whole show over 2 weeks, but everyone was on the same high, you couldn't help getting excited. On our first whole day we went for a drive (we rented a car) to check out where we wanted to spectate from. At first we found all the bikes on the roads a bit intimidating. You see all these bike riders get a bit hyped up from watching the racers do unbelievable stuff at unbelievable speeds, and they do their best to imitate their heroes. After all we are now driving on the very racetrack. And these riders have brought their own bikes with them from their own country. From UK and Europe there is a ferry. From further afield there are companies that will ship your bike over in a container. These riders are psyched up to go fast and are probably trying to keep up with their mates or maybe just trying to stick on the tail of the bike in front. But the outcome of it all is these riders tend to cut it a bit fine when passing cars, and although the lead rider in a string of bikes might be able to see that nothing is coming, all the riders that pull out to follow him in passing, can't, and there are a heck of a lot of dicey situations, and the ambulance and the police and the helicopter are kept fairly busy. Reference to the helicopter seems the norm. One doesn't mention going to Hospital, it is referred to getting a ride in the helicopter.

So with our spectating spot picked for our first race day we headed off early only to find lots were earlier than us and all the spots trackside were taken and all the spots in the grandstand taken too. So we went for a wander looking for another spot before the road was closed for the duration of the days racing. This is a friendly place as we were invited onto a private little grandstand on a farmers paddock, right next to the track. This was typical of Isle of Man. One friendly place.

And when the first bike came past I



Keeping the front wheel on the ground can be difficult at warp speed.



The locals invited us on to their spot. Standard question everywhere was how many TT's have you been to. To old mate here this was his 72nd. He was born here. Still loves it!



couldn't help making some exclamation that I can't repeat here. But although that bike went past at some incredible speed, it wasn't one of the racers. It was one of the track marshalls. They are all ex champion racers just seemingly out there enjoying themselves. And when the first race bikes came through, they came so fast you really had no warning, by the time you realised they were coming they were already gone. So you kept your eyes glued to the track up a bit and once they came into sight it was only a second or so and they were past and cranking it over hard to miss a stone wall across the way and all the time they are trying to get the front wheel back down. The slightest undulation would get it airborne and every so often one of the bikes would get into a tank slapper but you would never hear that exhaust note change from flat stick. And that exhaust note definitely made your ears hurt, but since it was only there for a split second I guess it wasn't doing too much harm (what's that you say?). We made a point of placing ourselves on the outside of the track so we could move around and find a different vantage point for each race. If you started the day on the inside, you were there all day. There were sidecars too, and what they called zero bikes. The zero is for zero emission. Naturally the power station does a bit more emitting when they plug em in, but these are electric bikes and we were led to believe they might be a bit of a non event. They had been known to catch on fire or have their batteries go flat before the finish line, but this year they had them sorted. Did they move! The fastest petrol bikes were lapping at an average speed of just over 130 MPH, with the electric bikes averaging over 120MPH. The biggest difference was the noise. Like I said the petrol bikes hurt your ears but the electric bikes just whined a bit from the chain. Impressive stuff. They accelerated out of the corners seemingly just as quick and when I had a look at em in the pits afterwards the rear tyre was just as melted and trashed as the normal bikes. Once the racing for the day was over we headed round the track to check out the mountain part of the course but once again found it closed due to motorcyclists crashing. No biggie, we will come back another day. A local told us the record from the time they opened the track till they closed it again from someone crashing was 3 minutes. This year was a record for the longest time, something like 13 minutes. Was he exaggerating? I don't know but it sure seemed conceivable. Racing is every 2nd day so we, as spectators get to have a look at other stuff the island has to offer,



Bikes wait to have a crack at the mountain road. Police have it closed. It has already been opened and closed more than once.



Modern and high performance bikes were so common as to not be worth a second glance, but there were some really neat custom and hotted up postie bikes and step throughs.



They even let boring cars on the track. Apparently you could pay some serious money and get driven round the circuit at the start of each day. They thought they were going fast...they were dreamin!



as well as to check out where we want to watch the next day's action. Driving along we went over a hump backed bridge and realised that this was an iconic spot where they have been getting airborne since the very early days. It's called Ballaugh (took me ages to remember it gets pronounced Ballaff). We figured out where to park the car in the morn and where to stand, then went sight-seeing.

There are mobs of motorbike museums over there and we weren't going to have time to see em all. But close to Ballaugh we came to the big daddy collection of cars and bikes, plus another collection of trucks and busses right next door. You could fill a book about the large collection, and every exhibit had a story, but I reckon the one with the spirit of the TT was the bike built to challenge records at Bonneville. It got into a tank slapper on its first run at 175 mph and spat the rider into hospital. The bloke was gonna fix it up again but his wife suggested he build a new one instead, hence the scratched one was on display in the museum.

And we got to Ballaugh bridge at 7.30 in the morn where the crowds were already building. While I was checking out a spot near the road just after the bridge one of the sons sat on a concrete and stone wall at the back of the footpath to roll a smoke. And during that smoke we realised that if we stood on the wall we would have an uninterrupted view of all we wanted to see. And once they closed the road the marshalls placed barriers that brought the crowd way back from what was expected and we found we had a million dollar spot. All we had to do was stand up, and there was nobody behind us to worry about. This spot was pretty interesting, the riders had to slow down or they would be imprinted in a wall, as they had to turn a bit just after the bridge, before the wall, and it would be difficult to turn if you were still airborne. After one race we adjourned to different spots again, one in



All these pics are at Ballaugh Bridge. Check out the number of photographers up front. There are just as many on the other side of the track and a few other places as well. After the riders get back on the bitumen they have to veer right then a quick leftie (below) get it wrong and there are all those walls, and more photographers. Note the aerated front wheel below.



the middle of a town where they had to slow right down for a sharp turn, then we headed for a spot called gooseneck which describes the spot pretty well. We found a few cars parked in a paddock and assumed that was where you walked from. A Km down the track we found another paddock with more bikes than you could count, parked in it. The landowner had converted his farm into a parking lot with food vans and toilets and at a couple of pounds to park your bike he was doing a roaring trade and doing a service to all us spectators at the same time. And this was one of those spots where they really get cranked over, and typical of everywhere on the isle, you are right there where the action is with no bullshit concrete barriers and wire cages between you and the riders. Once again at the end of the racing day we headed round to the mountain road but once again it was closed due to crashes. At this stage we had seen some seriously fast riding, jumps and hard cornering, but we hadn't seen the iconic top gear top speed stuff yet, so on the non racing day we mapped out a route between 2 spots where they would be at some serious speed.

Hillbury was our first spot on the last day. We sat on a grass mound with our feet hanging on the side of the road. This was the last part of a long downhill from the mountain road that we had yet to see. We figured they would be going a bit fast here. We weren't wrong. The sidecars were up first. The spot we had chosen was right at the spot where they were at maximum speed. You sat on a grassed bank on the side of the road with your feet hanging over and they whizzed by only a metre away. They hung out the anchors just after they passed us, and the pressure wave they created lifted my hat off my head. Didn't do much for the eardrums either. It was pretty difficult to take a photo as they went right past you. Most of the time you got a photo of the road with no bikes at all. Other times you might get a glimpse of the rear wheel or a bit of the front wheel. The only reliable photo was them coming up the road a bit. Then we headed off to our last spot, called Creg Ny Barr. It takes a while to get used to these names, but there is a pub here, right at the end of a long downhill straight with a right hander, right out front of the pub. If the bikes forgot to turn they would end up in the bar. Naturally the pub was a bit full so we walked a bit further up the track. Once again you sat with your legs hanging



Another neat souped up commuter bike.



Another race bike cranked over through town. But this is an electric bike. It doesn't make any noise!

Below is the melted rear tyre at the end. These electric bikes were doing a lap averaging 120 odd Mph. That means they were going a bloody lot faster than that, a lot of the time.



over the side of the track, and when those bikes came through you could be excused for thinking they may be about to break the sound barrier. But once again there was the age old problem of the front wheel getting airborne at some insignificant little blemish on the road, but it certainly is spectacular to watch. And as they headed down the hill, they had to chuck those anchors out hard lest they end up inside the bar at the pub, then a hard right hander and more downhill fast stuff, more narrow streets and then do it all again.

This was the senior, the last race of the festival, and we were heading off in the morning, so this was our last chance to drive the

mountain road which would allow us to say we had driven the entire TT course. When we arrived at the spot where the mountain road starts the barriers were still up, so we assumed someone had already crashed. I approached the police lady to ask if she had any idea when the road may be open again. That's when she gave me the sarcastic little blurb at the start of the story. They hadn't actually opened the road yet

after the race. And we were parked in poll position for when it did eventually open. We decided to wait. During our $\frac{3}{4}$ hour wait a bunch of bikes squeezed in front of us, and seeing we were on a side street, when they did open the road we had to give way to a bunch of cars, but that was fine as we were finally on the mountain road. And didn't everyone get into the vibe of the week. It was pedal to the metal here for sure. There was a Transit van in front of us and we had a bit of an effort to keep up with it. Meanwhile bikes were blasting past quicker than you could count em. They had made the road one way and the speed limit was open, but I couldn't help feeling uneasy being on the wrong side of the road going round a blind bend. And I wasn't even driving, I was in the passenger seat. As we headed further up the mountain we were coming up to the gooseneck and there



The pressure wave travelling with the outfits would lift my hat as they went past



Travelling at warp speed I would imagine the last thing you would want was the front wheel off the ground, but with the throttle wide open it would just happen. Then the long downhill to Creg Ny Barr took but a few seconds. I got a crook neck jerking from side to side!



were still a few spectators there and they were cheering us on. The cheering continued at most of the spectator access spots including where we had been at Creg Ny Barr. And once we neared the finish line they were holding up placards wishing us a safe trip home. A really neat finish to a ripper week!

And when you heard the chopper coming you knew the race leader was coming. This feller is the leader on the last lap of the last race, the Senior. Everyone was cheering him. I don't think he could hear them.

This was where the bikes exit pit straight. There was a strictly enforced speed limit. A race leader here was penalized 30 secs by exceeding that limit by 2/100ths of a MPH. Notice the blackies start right where the speed limit ends!



Remember RD400?





The photographer gives him a kiss as he goes past



Caravan sidecar



Smicko Mach 4 750 Kwaka



For a bit of a change from high speed there was observed trials in the town square. They had to start from the back of the car, ride on to the roof from over the boot, chuck a leftie on the roof and ride off on to the ground again , then do a U turn and ride back on to the roof again from beside the car, chuck another leftie on the roof and over the bonnet and over the big cable drum back onto the ground, all the time without putting your feet down!



*Above: the easy route to the roof of the car
Below: the more difficult way.*



There was young girl power too. They did the difficult sections but there was always a couple of blokes on hand to catch them if they got it wrong.



A collection of hot postie bikes. All have Ohlins shocks, this one even has NOS!

Every time you look at em you find more tricky little bits.



Another style of bike that, at a cursory glance, looked just like any other fire breathing high capacity road racer. But when a normal sized bloke stood next to them, they took on an entirely different perspective. The Honda version is called a "Grom" Naturally all the ones over here have been hotted up. You wouldn't be caught dead riding an "ordinary" bike would you. Really.

Try as I might I was only able to catch up with one owner of these neat postie bikes, and a malfunction with arty farty mobile phones lost most of the photos and the recorded interview, so the lack of detail is due to my malfunctioning memory. But Local Isle of Man bloke, Tom Dawson's bike is pretty cool. . The rear end sports a swinging arm from a performance bike. The rear hub is standard with a 3" rim laced to it . The rubber is a racing tyre that was discarded when a race on the TT course was stopped part way into the 1st lap. The racers always start a race with a new tyre so Tom scored the part used one. You can see the size of the front brake! There is also an oil cooler and a 28mm Mikuni carb and that exhaust. The speedo is significant. It pulls MPH regularly but in ideal condition (tail wind or equivalent) it will go right round to 1/2 full. All this power induces a bit of frame flex so Tom has added his own brace forward of the seat.





TT bikes from both ends of the spectrum. Honda 50 and a TZ750 Yamaha arm exerciser.



The Isle of Man Motor Museum is not just a bike museum, its just that they have a lot of bikes. A lot of cars too! And every one has a story attached.

Ahhhh....The prettiest model Triumph ever made, the Bathtub.



This the bike the feller stepped off at 175 Mph during the Bonneville speed week, and his wife encouraged him to not bother fixing it, but to get a new one.

Then there was this imposter that had stolen our local Mad Max's name. His bike was equally cool though. Custom built with a Rolls Royce turbine from a chopper, clocked at 234 Mph is claimed as the worlds fastest streetfighter. It's road registered and has road legal tyres. Smokes a bit though.





1953 Humber Super Snipe Drophead. One of 4 cars converted from a standard sedan especially for Queen Elizabeth's Coronation Tour. It was left in Australia at the end of the 1954 visit and returned to UK in 2007. There is another one of the 4 in the possession of Brian Smith at Humpy Doo. Last seen it wasn't quite as flash as this example.

28 cylinder Wasp aeroplane engine. Serious horse power.

The very bike Guy Martin broke his own record on.



A 1970 Citroen transporter. You could buy one from your local Citroen dealer. They were specially built for Citroen by a bunch called Tissier. It can raise the rear set of wheels to make it easier to get round corners. Beaut DS convertible on the back too.



63 E Type Jag has been waiting since 1973 to have the brakes fixed. Sound familiar?

1968 Oldsmobile Toronado just a bit stretched. They made 50 of em. The owner's other car was a Fiat 500. Serious!



There are mobs of bike museums on the Isle of Man. We only had time for one but Murrays at Fairy bridge made you get a bit excited.

There was a 305 Honda Dream, my first ever bike, and the original 450 Honda, my unfulfilled dream, and which Elvis pranged in the movie Roustabout. Another street scrambler 450 or a 6 cylinder CBX, not to mention all the motorcycling "stuff" adorning every square inch not taken up by bikes.



That's the fairy bridge. The fairies live under it. If you go riding hard without paying respect to the fairies you may come unstuck.





A golden framed Norton, a CB450 Honda or an engine or anything for just about anything. You had a fair chance of finding one here.



Peel Bike Show. On TT week you would expect there to be a couple of bike shows. This one was at the sleepy seaside town of Peel where we stayed. Here's a very small selection...



521 BHP Can you imagine riding it? That is the front tyre that is tattered!





***Dave Ward** bought his Lovely 1952 Vincent back in 1973. Reckoned he had always had an eye for them and then lashed out £400 for it. After riding it for several years he parked it up in the shed where it sat while people offered to buy it off him. Then about 6 years ago he decided to freshen it up. Apart from the paint it also got some new chrome and rebuilt wheels and anything else that wasn't perfect. It's a brand new bike now. Dave also owns the smicko Honda next door and heaps more bikes at home on the Island.*



***Sandy Gorst** has owned a couple of modern bikes but became disillusioned with them over unreliable electronics that were difficult to fix. He went in search of a bike that could be easily maintained by himself. Via the net he found the Sommer, a hand built bike using an off the shelf industrial diesel stationary engine. He ordered it on line, then flew over to Germany, took delivery and rode it home. That was a couple of years ago and the bike has been all over the place since, including a "Big Knock" rally for diesel powered bikes in Germany near to where the bike was born. At home he also has an big, old electric bike capable of 70Mph with a 90 mile range.*



462 HATZ Diesel engine is the heart of the bike. All the rest is made by local contractors and assembled by hand. 500 Km to a tank of fuel.

Old mate (I didnt get his name) informs me this particular Scott was on the stand at the London Motor show in 1930, and hasn't been restored. It has been painted, but that's about it. The chrome tank is unusual, the only one he has ever seen . Mebbe a special for the motor show. The radiator is the very same one that it had at new and it still leaks like it did back then. It cost him £5 way back then. Once he put it on the stand I was a bit interested in the way he stopped the engine, he stuck a finger over the carby and choked it to death. He explained that it not only stopped the engine, it made it possible to start it again. Without the pre charge in the motor it is a pig to start. The bike has no speedo but he has been clocked at 85 Mph by a car following. He reckons it gets airborne a bit on the rotten roads on the island.



Australia banned the importation of asbestos and ACMs (Asbestos Containing Materials) at the end of 2003. After 13 years of looking the other way, for the last 18 months, Australian Border Force has been actively targeting second hand car imports looking for asbestos — and as you can only legally import a car made before 1989, it means predominantly cars over 30 years old. Others caught up in this are newer cars brought in temporarily for rallies and other events.

They are not only looking in the obvious places, like brakes, clutches and gaskets, but also in wiring loom insulation, headlining, under body sound deadener (sealer), door frame padding, windscreen caulking, windscreen washer bags,

and body items like air scoops and ducts. The technique used is called, for good reason, “destructive testing”, and entails removal of material for testing, thereby irretrievably destroying the originality of the vehicle. It has also been reported that sealed compartments eg double firewalls, have been drilled to see if any asbestos is contained in the sealed cavity. ABF don't actually get their hands dirty, but direct it be done by external “hygienists” etc. This has stopped many old vehicles coming to Australia, both temporarily and permanently. The debacle over the 6 asbestos-free Maseratis being turned around at the wharf made news around the world. Two of these were Australian—based cars which had been sent overseas to be restored with asbestos free components. People wanting to take their pre-2004 cars overseas for rallies now cannot do so because they may not be able to bring them back. It also prevents people repatriating some of the great Australian cars we have lost, and has resulted in the cancellation of a number of international events which would have seen enthusiasts bring their old cars here for the event. The injection of funds to the communities through which these events travel is substantial — but now lost.

The ABF professes to be doing so out of concern for “public safety” and “protecting the community”. They make statements about “deadly” or “lethal” asbestos being found in classic cars.

This article examines the validity of these propositions.

According to the ABS, 9 million pre-2004 cars (which could legally contain asbestos) are still registered and on the road. It is estimated that at least 6 million vehicles still retain asbestos-containing (AC) components. These cars present no risk to anyone, including mechanics, provided long established simple, cheap practices are followed. Last financial year, the ABF detected 60 second hand vehicles being imported which contained some asbestos. Unless there is a concerted campaign to remove asbestos from the 6 million AC cars still safely using our roads, what is the point in stopping 60 equally safe vehicles a year? And would the community be “protected” and the public be any “safer” if they did?

The answer is no.

Background

In the 1970s Australia had the highest usage of asbestos of any country in the world. This was because we had abundant naturally occurring supplies which were mined, and it was processed in most capital cities. It was used primarily in building materials and even today, 1 in 3 Australian homes contain asbestos in their building and insulation materials. This has been identified, time and again, as where the real risk of asbestos-related disease comes from, not old cars. Those now at greatest risk are the DIY home renovators and their families. Asbestos is only harmful if breathed in, and so while it remains bonded into products, such as fibro, it does not present a risk. It is only when disturbed, by fracturing, cutting, drilling, sanding, demolishing, and building fires etc that respirable fibres are released.

Asbestos has also been the subject of extraordinary publicity in Australia, and properly so, with the various scandals like James Hardie Industries (and the antics it engaged in to avoid asbestos liability), the CSR blue asbestos mine at Wittenoom, Mr Fluffy insulation in the ACT, and the innumerable inquiries, reviews, and national assessments of asbestos related issues. There are a number of State and Federal bodies whose sole reason for existence is asbestos and the threat it represents.



From 1 January 2004, Australia banned the importation and new use of asbestos and ACMs — asbestos containing materials. Until then, it was legal for manufacturers of motor vehicles to use asbestos in new cars. The Australian Bureau of Statistics conducts censuses and surveys on motor vehicle numbers and use. In 2017, there were 18.8 million vehicles registered for use in Australia, with an average age of 10.1 years. Based on similar number from 2015, the Asbestos Safety and Eradication Agency (ASEA) estimated in November 2017 that half these vehicles were made before 2004. This means over 9 million pre-2004 vehicles are still on the road. AHVIG estimates that of these, around 900,000 are pre-1989 vehicles (ie over 30 years old).

While some pre-2004 vehicles may have had every AC component replaced, probably 2/3, or 6 million still contain some original asbestos-containing components. Obviously, the higher mileage vehicles will have had brake pads and linings replaced with non AC components, and perhaps clutches, but the other AC components will probably still be in place. For the cars over 30 years old, unless a car has had a complete restoration with every component replaced, almost all will still contain asbestos.

The question therefore is: what risk do these components represent for owners, passengers, mechanics and the general public?

There are 3 categories of people to consider: those who travel in these vehicles, those who work on them, and the general public. And 2 categories of asbestos-containing material, that which is bound into, and remains in a matrix, such as gaskets, insulation in various forms, and those where release of asbestos fibres can occur, such as brakes and clutches in normal use.

Gaskets and other items where asbestos is bound into a matrix Numerous scientific publications all reach the same conclusion: unless fibres in gaskets and other items are abraded, there is negligible risk to anyone from what is termed non-friable asbestos.

In 2012, the ACCC looked at the illegal importation from China of almost 25,000 Great Wall and Chery cars which had asbestos in their engine gaskets. It could have ordered a recall of all 25,000 vehicles, but did not. Instead, it looked at whether these gaskets presented a hazard to anyone — owner, driver, passenger, or people working on such vehicles.

Based on expert opinions from Occupational Health and Safety Consultants (Hibbs and Assoc.) and its own knowledge that automotive workshops were well used to safely managing asbestos in pre-2004 cars, it concluded:

1. There is no asbestos-related health risk to the driver or any passengers who use the vehicle. The gaskets are tightly embedded in the vehicle and present no hazard during normal operation of the vehicle.
2. Caution must be taken if carrying out maintenance. Procedures have been prepared and implemented to ensure that the gaskets are handled correctly by mechanics during maintenance of the vehicles. Any work involving these gaskets should be carried out by an authorised Chery dealer or a licensed motor mechanic who has been made aware of these procedures.
3. Many vehicles built before the asbestos ban contain the substance in similar gaskets, and it was commonplace in friction components such as brakes and clutches, meaning the vehicle service industry is well versed in managing the risks. However, consumers and automotive repairers must be made aware that the risk may be present in these much newer vehicles.
4. Consumers with other older vehicles are therefore also advised to take precautions when performing do-it-yourself maintenance that might disturb gaskets. A work safety guidance note is available from www.worksafe.vic.gov.au(link is external).

The ACCC therefore saw no need to recall and replace all gaskets — a warning sticker that the vehicle contained asbestos was sufficient.

The above conclusions were the same as those reached earlier regarding the importation of another Chinese brand - Geely, where a different expert provided the same opinion. In short, these items represent no risk to anyone, provided those working on such components follow simple, well known procedures.

All States have similar published procedures for safely working on vehicles which contain asbestos — in particular, the “Wet Method” can be utilised by home DIY mechanics simply and cheaply. See eg https://www.worksafe.cld.gov.au/data/assets/pdf_file/0011/58169/how-to-manage;control-asbestos-in-workplace-cop-2011.pdf .

The essence of the Wet Method is to wear gloves and disposable coveralls and a disposable P1 or P2 respirator mask (from eg Bunnings), cover the ground under eg the brake components with plastic sheet, don't blow out brake components with compressed air or high pressure water (eg from a garden hose) but use a low pressure spray bottle (like you get for \$2 from Coles) to wet everything, wipe everything down with wet rags, dispose of them, the plastic and the gloves and coveralls carefully in sealed bags marked asbestos, and take them to the tip where dedicated facilities exist for receiving asbestos waste.

As gaskets do not pose any risk, the same must apply to all other components where the asbestos is bound within a matrix, basically, everything apart from friction components such as brake and clutch parts, which create dust in use.

Brake and Clutch Components

What risk do brake and clutch components represent? None of the Australian institutions devoted to asbestos safety, such as ASEA, suggest they represent a risk to anyone other than those who work on such vehicles. There is no suggestion of risk to owners, drivers, passengers or the general public. Their focus, appropriately, is on exposure to asbestos from building materials. Around 1/3 of all dwellings contain asbestos, which becomes dangerous when disturbed.

The science also supports the view that the general public is not at any risk from asbestos dust caused by using brake and clutch components containing asbestos. The World Health Organisation report in 2014 referred to an Australian survey conducted in 1976 (when every brake lining and pad would have contained asbestos) which found airborne asbestos levels to be very low (0.5 particles/mL) in the immediate vicinity of the intersection braking area of the Tullamarine (SE exit) freeway. At a different location (30 metres from the nearest traffic), levels were below the limits of detection.

The same “wet method” is recommended not only for gasket removal but also — and more specifically ~ for brake and clutch work.

As asbestos in pre-2004 cars presents no risk to owners, passengers, the general public, and is only a risk to mechanics who do not use simple proven methods to eliminate risk, what is the point in stopping the import of pre-2004 cars? Especially when there are at least 6m such cars being used here already, with all risks properly managed?

The answer may be because the ABF has been frequently criticised for failing to detect asbestos in a range of imported products — not only the 25,000 Great Wall and Chery cars but multiple building products such as those used in Qld's new Executive Building in George St (the Tower of Power) and the Perth Children's Hospital. When in 2016, an external review of the ABF's handling of asbestos found some was still getting in, the unions and the Qld Labor Government wasted no time in using the ABF as a blunt instrument with which to attack the Commonwealth.

Pre 2004 cars are an easy target - with the ABF reporting on 18 June 2018: “This financial year, exported secondhand vehicles continue to dominate asbestos detections, with more than 60 cars and motorbikes found to have asbestos-containing parts. There have also been four detections of asbestos in building materials to date.” So while the ABF is entitled to look for asbestos in old cars, it is misleading to paint the asbestos they contain as dangerous, or suggest they are doing so out of concern for public safety and community protection. Unfairly demonising old cars also needlessly harms the old car movement, and those who depend on it for their livelihood, across Australia.

The Historic Car Movement

There are around 900,000 cars over 30 years old in Australia. All were obviously made well before the asbestos ban came into effect. Unless the car has had a complete nut-and-bolt restoration since 2004, with every brake lining, brake pad, clutch plate, and every gasket replaced, it will contain asbestos. This presents no risk whatsoever, provided those working on them follow the long-established simple procedures.

I believe that the movement should:

1. Seek to educate its DIY members in safe asbestos handling techniques, and
2. Oppose the Government position on asbestos in pre-2004 car imports, and seek a legal exemption for them.

What needs to be changed?

There is no point in trying to get the ABF to change its stance. While everyone has known that all pre-2004 cars could contain asbestos, the ABF chose not to target them for 13 years (2004 — 2016 inclusive).

There is also no point in trying to get Ministerial exemptions, as the asbestos used in car components is exclusively white asbestos, or chrysotile. The Minister can only exempt the import of white asbestos if the purpose of importation is for “research, analysis or display”. Cars which will be used on the road are unlikely to qualify. The prohibition on the importation of asbestos is in Regulations made under the Customs Act 1901. The only way therefore to achieve change is to persuade both houses of Federal Parliament to change the law.

Closing comments

1. Unless and until the Commonwealth funds the removal of asbestos from all pre-2004 cars it allowed to be sold here — cleans up its own backyard, as it were — than it can hardly take the high moral ground on imports

- of identical cars. Only the ABF is taking the extreme position of ignoring the 6m elephants already in the room.
2. There is no coherent policy across all Federal agencies and Departments. The ACCC has the most realistic and practical approach, focussing as it does on avoiding "consumer detriment" and this should inform the policy to be adopted by all agencies and Departments.
 3. There is no demonstrated risk associated with asbestos in pre-2004 cars and there is no detriment in allowing such cars to cross our borders freely.
 4. Given there are at least 6 million cars containing asbestos on the road, which present no risk whatsoever, stopping a handful at the border is an extraordinary waste of tax payer funds which could be better spent looking for drugs and other substances which are truly hazardous.

Doug Young, Chairman, AHVIG (Australian Historic Vehicle Interest Group)



The **Terribly British Picnic** was a very un British ripper of a day. Un-British because the weather was an absolutely perfect dry season day. Mobs of Pommie cars and motorbikes with just a couple of imposters with old Fords that may or may not have been English models. The real test was when they drove off, did they leave that tell tale patch of oil? Also very un-British because no one was complaining. Lots of Pommie vehicles old and new and a couple of hard cases that dressed like real Englishmen . A frightfully spiffing show!



Austin A96

Engine- radiator- gearbox give- away.

Complete **Toyota Scout ute**. any reasonable offer.

Plus lots of **Landrover parts**. .

Glen Wilson at Mataranka Mob 0437 248 478

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.

90 th Birthday Wishes

A local gent is turning 90 next year. It seems all his life he wanted to own a Mercedes but never quite made it. His family are wondering if a Mercedes owner, old or new, would be interesting in giving the gent a cruise round the city and dropping him off at the Chung Wah Hall in Woods St, on his 90th birthday next year.

Contact Elli after hours on 0428567119 if you would like to help. Or Elaine.Blackadder@nt.gov.au

Previous editions

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

Project Wanted

Looking for a project car (not too far gone) and not too dear. Something I can spend my time on getting back on the road.

In the form of a small English Coup or convertible like Triumphs, (Stag, Spitfire Herald) Sunbeam Alpine, Daimler SP250, Sprite, MG's etc.

Tony Dale
89326655
0412821158
tony-dale@bigpond.com

1998 Ducati Monster 750

(the original Monster),
56,500 kms.

Excellent condition – tyres and chain and sprockets in good condition with many kms left on them.

Rego until 23/12/18.

Second owner only and has had regular/5,000 km servicing (oil, filter etc). **\$4,000**

Ranid : **0431 269 360**



Isle of Man scooter exhaust!



Wots Always On

All events listed on this page are club events for club registered vehicles/bikes

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq about 7pm. Also there is a working bee at the hangar the following Sunday.

On the first Sunday morning of each month there is a motor bike ride round Darwin or its hinterland. Ring Peter Grice 0459 81 81 31 for details

On the first Friday of each month the Chrome Bumper Cruise is on at Fisherman's Wharf open to all clubs

Stuff on the net

The Big Knock rally for diesel powered bikes

<http://www.dieselmotor.net/BritishRally17/Britishrally17.htm>

Sommer diesel motor cycles. This website is in German but google can translate it for you.

www.motorradmanufaktur.de/index.php

If you are interested in piston engine fighters you will be sure to enjoy this!

https://www.youtube.com/watch?v=atLO_bIfpRQ

Lenny's shed. One blokes collection.

<https://player.vimeo.com/video/139358538>

9 cars with big engines. No ordinary cars. You can almost smell the fumes. Aaaaaahhhh!!!.

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

Serious Stuff

A father buys a lie detector robot that slaps a person when they lie.

He decides to test it out at dinner one night.

The father asks his son what he did that afternoon.

The son says, "I did some schoolwork."

The robot slaps the son.

The son says, "OK, OK. I was at a friend's house watching movies."

Dad asks, "What movie did you watch?"

Son says, "Toy Story."

The robot slaps the son again.

Son says, "OK, OK, we were watching porn."

Dad says, "What? At your age I didn't even know what porn was."

The robot slaps the father.

Mom laughs and says, "Well, I guess that proves he certainly is your son."

The robot slaps the mother.

Robot for sale