

# Motor Vehicle Enthusiasts Club

No 129

FEB 2019



# TRANSMISSION

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

GPO Box 911 Darwin 0801  
In Katherine call 89710605 .  
Newsletter enquiries to Ted [longtelescope@gmail.com](mailto:longtelescope@gmail.com)



## Long lost relatives

The Mary Rose has for many years looked lonely in the hangar surrounded by a sea of internal combustion engined vehicles, as it had no brothers or sisters. Recently it has come to light that Mary Rose does indeed have a sibling. The sibling however is not really in pristine condition and resides on the opposite side of the world.





### Mike White and his amazing collection

This story starts many years ago when a Pommie feller working in Australia for many years took several steam traction engines back to England with him when he finally went home. One of these engines was an Allchin 8 NHP traction engine (The N stands for nominal HP, different to the HP you are used to). This engine, when it was built was similar to the Mary Rose, the massive traction engine that resides in the old QANTAS hangar which was, until the engine that this story is about, surfaced, the only surviving example in the world. There are heritage laws in Australia and to take certain items out of the country that are significant to our history, you need to get a permit and if the item is fairly significant then that permit may be declined. The bloke that took these engines back to England omitted to get the necessary permission and quietly smuggled the engine out of the country. The other engines were subsequently restored and used around the traps, but the Allchin sat out in the yard near London hidden

*Mike with the other 8HP Allchin traction engine. Just needs a polish.*

*Mike picked us up from the train station in a genuine unrestored Austin Cooper S. Great!*





under a tarp for 18 long years before the owner decided that he was getting on a bit in years and didn't have enough time left to fix it up. I probably should mention that this engine was not in all that good condition when smuggled into England. It was seriously rusty and was missing the engine block and all the fittings associated with it and after the 18 years it also had a tree growing out of it. So the gent put it up for sale. Funnily enough no one was interested in buying it.



It was seriously rusty, missing most of its mechanicals and worst of all, if one went to all the trouble of fixing it up, and the Australian government found out about it, they could claim it back, and get it too! So there were no takers. No one was dumb enough to take on such a massive project that could be confiscated by a foreign government when it was finished. Not until Mike White stepped in to the story. He bought the wreck, then amazed his associates by contacting the Australian government seeking permission to keep the engine in England. Due to the fact that it was in such miserable condition and would probably be melted down as scrap anyway, they obligingly granted him the required permit.

Mike now owned an Engine which was particularly rare. In the 50 odd years Allchin manufactured steam engines they only made 220 of them and not many have survived. 7 HP examples are around, but 8 HP are very rare. Somehow Mike heard that we had one in our shed and sent an email to our club enquiring if we did have one and could he have some photos if we do. Up until he got those photos he had no idea what the engine block actually looked like.

I just happened to be dropping in to Merry England on my way to the Isle of Man so I dropped in to say gday to Mike and check out his shed. And it is some shed! Hiring a car in England wasn't quite as easy as in Australia so we hopped on a train. Turned out to be one of Brunel's masterpieces, from Paddington to Bristol. Mike picked us up from the railway station, not in some crappy modern car, but a genuine Cooper S. Not restored, just the real thing. And on the way through little villages you can see there are plenty of collectors of good stuff over here. One place had vintage busses, double deckers and all, bulging out of every crevice in these medieval addresses. Another place had antique trucks. Pretty exciting!

*You don't have to look hard to find the rust.*

*Below: McLaren engine had been converted to a steam roller. Mike has converted it back. The whole front is brand new. And it is even getting springs on the back where it was previously rigid.*



*That's the steam roller front Mike removed.*





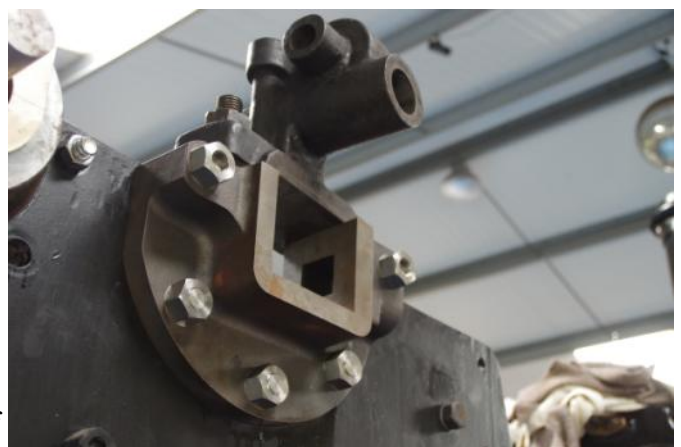
Then we got to Mikes place. Once again in a typically English address near a very historic village we pulled up at a large new looking shed. Stepping inside was one of those wow moments. This shed was very orderly and full with steam engines wall to wall. Some in bits, some raring to go and interspersed with other neat stuff. But the first thing was the Allchin. There it was just inside the door, and I have to admit it looks pretty sad. But as I came to see the other work Mike has been up to I can see it is quite within his abilities to have it steaming away sometime.

The desirability of a road locomotive over a steam roller is due to that factor that has been marketed since the beginning of time, the ability to go faster. A steam roller is good for around 6 MPH. A road locomotive will get you there at around 15 MPH, maybe even 20 if you are lucky. And the value of the road loco will be 10 times that of the roller, so you can see the point in fixing up a down and out example. And we all like to own something that is a bit out of the ordinary. There are only 2 8HP Allchin road locos in existence, and this is one of them. A friend had a 7 HP example that had been imported from Australia in 1973. It had a cracked engine block and in the process of pulling it down for repairs Mike was able to check out the internals to see how it all works. The plan was to upscale it all from 7 to 8 HP but now he has found that another example exists the challenge is to measure up the one on our side of the world and duplicate it. Just in case you were thinking that there might be some original drawings, unfortunately that is not the case. No record exists anywhere of these magnificent machines.

Mike is pleased to label himself a mad Englishman. To demonstrate the trouble he will go to there is a McLaren engine across the shed from the Allchin. Mike bought it in Italy and had it shipped home to England. Built in England it was sent to Italy in 1909 and used for ploughing, possibly for the Italian navy. There were 7 of these built, one of which went to Australia but this is the only survivor amongst them. In 1920 they needed a steam roller for making roads so they cut the forward part off and made a whole new front end and it became a roller and weighed in at 23 tons. That made it the biggest roller in the country, ever! In 1937 Mussolini sent it to Ethiopia still for making roads. It did make it back to Italy but it languished until Mike bought it back to England. Then he decided to bring it back to the same specification as when McLaren built it. That is to be a road locomotive. That involved once again, same as in Italy, building a whole new front, including the wheels and axles, even the flue. But for this engine, the drawings have survived and all the parts are made exactly to the original specs. The engine has been pulled down and is in the process of being rebuilt. The rear wheels had had the spokes cut off by the Italians but incredibly he found



*New manufactured parts waiting fitment.  
Below: one of many patterns to be cast.*



*The new castings are then machined .*

*Below: Even a new tool box is cast.*





a pair in Patagonia of all places. They will have rubber tyres vulcanized to them. Mike points out that this engine started its life as a road locomotive, and he is merely restoring it to its original state. Because a road locomotive is regarded as much more desirable than a steam roller, some owners are doing the same conversion to machines that were born a roller. This practice is frowned on by some as it is considered to be mutilating the vehicle to be something it was never intended to be.

In England these vehicles are allowed to tow 3 trailers up to about 80 feet long and being a historic vehicle the rego charge is nil. The Cooper S we arrived in also has no need of rego. And there are no shortage of steam events around UK during the summer, there are enough things on that you can attend a different event every weekend. And some owners drive their engines to the venues and this may mean travelling through major cities. Mike tells me that one feller times his travel so he travels all loaded up with trailers right through the centre of London in the middle of the night when the traffic is light. Incidentally Mike has a steam powered 24 volt generator for the McLaren so it lights up just for these situations.

Most of the engines here have come from Italy, but others are from all over including America and more than one from Australia. Incidentally one engine, a Clayton and Shuttleworth from Phillip Island, did have its original drawings preserved. There is a whole truckload of them, 30000 drawings in total. The plan is to scan them all. And just about all these engines were bought from just viewing photographs.

Although most of what is in here is powered by steam, there are a couple of cars. Mike was browsing Ebay one time and pushed a wrong button and became the owner of a Wolseley Hornet, which is really a Mini with a flash grille and fins at the back. So he put it on his mezzanine floor where it looks good. The other car is a replica of the original Benz, the vehicle often referred to as the original motor car. John Bentley was making these replicas for museums until Mercedes Benz got word of it. They then commissioned him to make 150 of em for the car's 100<sup>th</sup> anniversary. They all went to America. Mike used to collect Benz stationary engines and was selling a vaporizer to another collector. This gent owned the second last of the replicas that were built and somehow it changed hands. Originally designed to run on ligroin, it runs on naphtha now and according to Mike is quite easy to drive. There is only one operating lever as there is no throttle. The lever is forward to go, middle for neutral and back for brake. Apart from steering that is it. It needs a push to get out the driveway but then chugs along no worries with no throttle to worry about.



*The engines have come from all over, some ready to use, some need a lot of work. Some are rollers, some traction engines and some stationary engines*



*An Italian firm were agents for Aveling and Porter, they must have thought they were good as they cloned them and sold them with the brand Breda in 1932.*





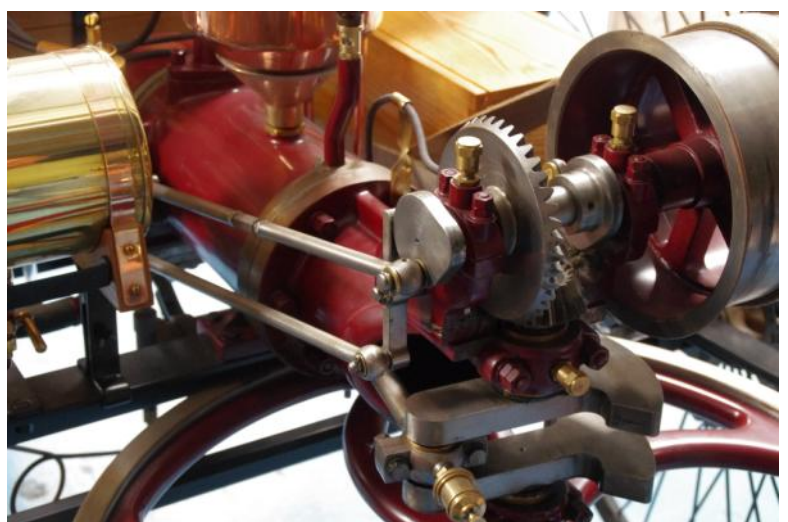
Stepping out into the yard there is heaps more stuff and Mike had one of his lorries all loaded up. (they call trucks lorries over there) This lorry was a pretty unusual sight for England, a massive Freightliner with a low loader behind. Engine is 19 Litres and turbo blows at 18 psi. And its not speed governed. Mike reckons it really hauls and all loaded up with 2 engines on behind loves to blast past the modern trucks at 80 mph late at night when coming home from events and there is little traffic. "Why would you drive a crappy modern Scania when you can have one of these" Mike says with a lot of enthusiasm. Actually he has 2 more American trucks. And they are all different to drive, but the Freightliner is the one with the power!

But on the back of the truck today is another of Mikes Allchin engines. This one is also a bit special. It is named Royal Chester supposedly because it was restored especially for the Royal Chester Show. It was the last engine ever to come out of Allchins factory, but it is equally famous as the most modeled steam traction engine ever. Check out [http://modelengineeringwebsite.com/Allchin\\_Royal\\_Chester.html](http://modelengineeringwebsite.com/Allchin_Royal_Chester.html) and they are still selling plans for it. And Matchbox made a model of it in their yesteryear range. And although the engine looks all pretty its not just for looks. Mike gives it a hard time using it at tractor pulls and the likes. Driving it hard brings out leaks in the boiler. He has actually replaced the boiler and the gears so it can handle doing wheelies at the tractor pulls. It also has rubber tyres bolted to the steel wheels. The tread gives it a lot more traction and it has not been unusual for Royal Chester to tow really big and flash 20 ton showmans engines out of a bog when they get a lot of rain at the rallies (this is England after all). The 1880 trailer is an ex haulage company trailer and in its heyday there were 5 trailers in tow. There is a crank sticking out the left side under the tray. This is the brake. To put on the trailer brakes one of the operators would hop off the engine and wind the handle then move to the next trailer and do the same and so on down the line. Remember this outfit wasn't travelling at 60mph.

Amongst the myriad of other engines around the yard was the Zettelmeyer. No 71, making it the oldest example known worldwide. An engine manufactured in Germany in 1914 and used during the war it was sent to Sicily during WW2. After having survived 2 wars it was bought



*The Benz. Generally accepted as the first car.*







at auction after the war. Mike bought it off the gent that acquired it at auction. It was 100% complete but he had to remove it from the blokes backyard by crane. It also had to be craned over a bridge whose arch was a bit low for the loaded truck. Cleaning it up they found a tin mug with Polish writing on it. It is thought that this cup probably belonged to a Polish POW who was operating the engine.

Next was the shed with the bar. This one was more along the lines you would expect in a medieval village. But apart from the bar the shed was chock a block full of treasures large and small. Steam engines as you would expect as well as stationary engines, a car in a box, a single cylinder tractor and things you never even knew existed.

I could have spent days here and still not have seen everything, but on the way back to London was Isambard Brunel's magnificent ship, SS Great Britain. And Mike had to drive that neat truck with the load of steam engine up back, to set up for next weekend's steam rally.

To the left is the McLaren. All the forward black part of the boiler is new, including the flue. Also the wheels and axle, absolutely every thing up front has been made from scratch. 8 months work so far.

That's the Breda on the right.

Note the Wolseley Hornet on the mezzanine.



*Mike needs 3 Yank trucks to haul his engines from show to show. "Why would you drive a crappy Scania when you can have one of these"*

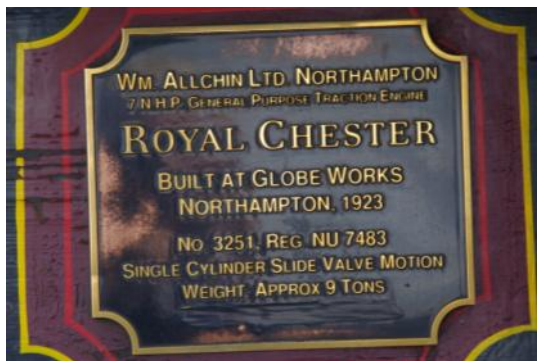




*The Zettelmeyer. The oldest example known yet it survived being used in 2 world wars. The cup is believed to have belonged to the operator who was a Polish POW. Found in the muck on the machine. Replacing boiler tubes is considered easy.*



*Another Allchin engine 7HP, THE Royal Chester. The most modeled engine in the world, but this one is the real thing. The trailer it is towing is from 1880. The crank handle in front of the rear wheel is the brake. You had to hop off the engine to put the brakes on!*







*The 2nd shed has a bar. Mike has steam up events in here. It would be a neat place to be. And it is totally surrounded by neat stuff, all jammed in so wherever you look something will poke its nose out.*

*Below is a German Lanz WW1 gun tractor used to pull a howitzer. Has been converted to a roller by the Italians (who else). The inset photo is of the same machine in its heyday.*



*A single cylinder Field Marshall tractor*



This innocent looking pile of bits is actually a car, a Stephens of Clevedon from 1902 . A bloke gave it to Mike as he believes he is a bloke that can fix it back to original. Its quite an interesting car. Check out <http://www.veteran-cars.co.uk/veteran/vehicle/512/1.html>



Here's something I never knew existed. It is a gas producer for supplying gas to an upmarket house for lighting or heating or whatever. But this machine makes gas from gasoline, mixes it with air in the right mixture to burn (or explode) and uses the hot air engine to run a compressor that pumps the mixture into the big yellow tank which is partly filled with water, like a small gasometer. You have to hand crank the thing to get it going but once there is some pressure in the tank it can run a flame to heat the hot air engine and it will run on by itself. The statue of the lady would have had a mantle over the jet at the top to provide light to see what you were doing. It all sounds like an explosion waiting to happen, petrol gas mixed with air and naked flames all round... No wonder this is a rare item they probably all blew up.



Every place you look there is some example of a neat engine and when Mike has his steam ups he provides the light by a dynamo driven by an old oil engine (photo by mike)





## Berth Benz—the complete mechanic by Bill Buys



IN August, 130 years ago, a momentous occasion occurred: it was the first time a combustion-engined vehicle made a road trip. Actually, there weren't even roads those days, just wagon and carriage tracks, so the arrival of a motored vehicle was probably akin to something such as the arrival of a spaceship from

Planet X.

The driver? Bertha Benz, a striking lady, born Bertha Ringer. In 1872, when she was 23, she married 27-year-old Carl Benz who, 13 years later, built his first three wheeled Motorwagen.

By August, 1888, he was on Version 3.0, but the man destined to be the pioneer of automotive engineering had not yet driven any of his creations more than a few

hundred metres. Despite his engineering genius, he still regarded the three-wheeled vehicle as experimental, and had never driven further than around the courtyard of his workshop in Mannheim.

Bertha, however, saw things differently. If her husband's invention was to gain the recognition it needed to attract investors, it had to be proven that it was reliable and could cope with long distances. So, early on August 5 she and her two young sons, Eugen and Richard, pulled the Motorwagen out of the workshop and set off down the wagon tracks to visit her family in Pforzheim, 106km distant. As the story goes, she left a note on the kitchen table for Carl, who was still asleep,

that she was on her way to see her folks — with not a word about the “test drive”. He later noticed that the Motorwagen was missing and realised that his loved ones were not travelling by train.

Petrol was unknown at the time, so Carl built his vehicle's engine to run on ligroin, primarily used as a cleaning fluid. It was a problem for Bertha, since the fuel tank held only 4.5litres. Ligroin was available only from pharmacies and the one in Wiesloch, which still exists today and claims to be the world's first petrol station, was able to help them. The long-distance travellers later bought more ligroin Langenbrucken and Bruchsal during their journey.

Cooling the engine was even more of a worry because it used a water evaporation system and the water supply had to be topped up at every opportunity, so the Motorwagen called in at pubs, stopped at streams or anywhere else where water could be found. There were no punctures because the rear wheels had iron rings and the front wheel was covered in solid rubber.

For the most part, it all ran smoothly: there were only a few minor technical problems en route, which were all solved. At one point the engine's suction-operated inlet valve got stuck, and several times Bertha had to clear a blocked fuel line with a hatpin.

The one-cylinder engine's output of around 1.8 kW at 500 rpm and its two gears were not enough to



*Bertha Benz assisted by her two sons with a later model.*

*What is not commonly known is that she was the financier of the whole deal.*



handle big gradients, so Bertha and her sons simply got out and pushed where necessary. But their efforts were rewarded with an increased rush of adrenaline when driving downhill. The shoe brake, operated by a lever which acted on the rear wheels, could only slow the 360kg vehicle with a lot of effort and the brake shoes quickly wore out. But on the return trip, Bright Bertha stopped in Bauschlott and had a cobbler cover the wooden brake shoes with leather — and thus invented the brake lining! They made the return trip by a more direct route and all up, they did 180km in the Motorwagen - and had some incredible reactions from people they saw on the way. Some folk thought the sputtering, smoking contraption was part of their Judgment Day and lay down, wailing in surrender, others were extremely excited by it.

Bertha, the complete mechanic, test driver, inventor and driving force, even worked out the car's fuel consumption: 10litres/100km - about the same as many of today's cars. She died in May, 1944, aged 95.

That trip was just the start of an ongoing story of success for the motor car. It not only reaffirmed Carl Benz's work, but bolstered both sales and marketing efforts in making the Benz patent motor car a success.

"In the years to follow and with new products developed, Benz & Company became the leading



*The patent motorwagen no 3*

manufacturer of automobiles worldwide around the turn of century," said Christian Boucke, head of Mercedes-Benz Classic. "We are very proud that Bertha Benz is now in the Automotive Hall of Fame together with her husband Carl — she really deserves it."

In Germany, a parade of antique automobiles celebrates this historic trip of Bertha Benz every two years. In 2008, the Bertha Benz Memorial Route was officially approved as a route of industrial heritage of mankind, because it follows Bertha Benz's tracks of the world's first long-distance journey by automobile in 1888. Now everybody can follow the 194 km (121 mi) of signposted route from Mannheim via Heidelberg to Pforzheim (Black Forest) and back.



*This is a fair dinkum Pontiac ad from back in the days*



**Humpty Doo Wreckers** have stated they have a range of bits for old cars and have contacts to get any bits you are after.

Stephen Schmitt  
Humpty Doo Wreckers  
4 Spencely Road  
Humpty Doo  
8988 2401  
0418 850 154

### **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](mailto:longtelescope@gmail.com)  
Or phone 89886049

**Deadline.... The end of the month.**

### **1953 Packard Clipper**

327 straight 8 Thunderbolt engine with Ultramatic transmission.

Body is mostly dismantled but is rust free and quite straight. A chance to own something a bit different.  
\$2500

### **1928 Dodge Standard 6 sedan.**

Project car with 2 engines several gearboxes, diffs, etc.  
Body is remarkably straight. Still has the original Holland blinds in the back and remains of the velour upholstery. A bit unusual as most of the ones you see around are tourers. \$3800.

Ted 89886049 [longtelescope@gmail.com](mailto:longtelescope@gmail.com)

### **Previous editions**

All previous editions of Transmission are now available at [mvec.weebly.com](http://mvec.weebly.com)

### **An email received of interest to air cooled VW owners**

I do a business of " PERSONAL BUYER " I can buy for you any VW AIR COOLED PARTS, ACESSORIES you want from the Brazilian marketplace " MERCADO LIVRE " wich is the biggest and best Latin American marketplace ( a kind of Latin Ebay )Almost sellers from Mercado Livre don't ship overseas, then I do that service for anybody

- VW AIR COOLED PARTS and ACESSORIES ( FOR BEETLE, BUS, KARMANN GHIA )
- ANY OTHER STUFF YOU NEED

I buy for you all the products you want and after I do a unique box to save \$ postage and send all the items to your address in the country you live

It works like that:

- You give me the names of the parts or acessories you need for your bug(beetle) or bus (kombi) mentioning the model and year of your car.
- I send you a lot of links of the parts/aceossries listed on Brazilian Mercado Livre
- You choose the ones you have interest and send it to me
- I return you a full quotation including these details:
  - the same prices that are for sale on Mercado Livre
  - domestic postage to my home address in Brazil
  - international shipping to your country
  - a little commission for my service.

Important: I have references from overseas buyers if you need.

Any doubts you have please let me know.

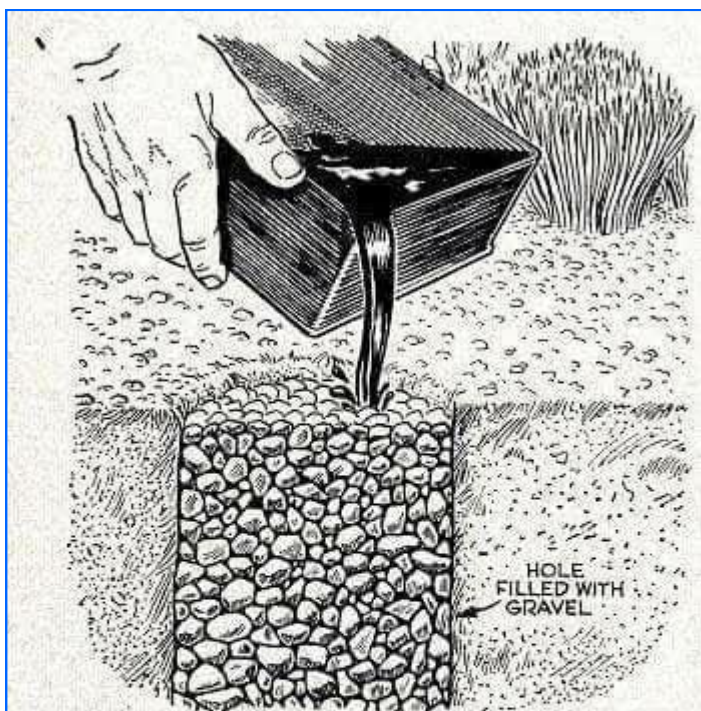
Thank you for your attention

Antonius  
[antoniusbranco4@yahoo.com](mailto:antoniusbranco4@yahoo.com)



## Blunders

My buddy owned a mint, low mileage BMW E36 M3 that developed a mysterious problem. It would not stay in 2nd or 4th gear. The shifter would just pop out like the transmission was broken. Having gained experience from working on two of my own E36 M3s, I decided to give my friend a hand in figuring out the problem. My first inclination was that the shift mechanism and linkages were worn. \$60 worth of parts later, there was no change. Many E36 M3 manual transmissions suffer from worn shift detents which can affect shift quality and cause the shift lever to lean towards 5th gear. So we decided to replace them, which requires removing the transmission. My buddy ordered all the parts and gathered the proper tools. We spent an entire day meticulously changing all the detents in the transmission, replaced the clutch (which really did not need replacing), and buttoned it all back up. We got the car on the ground, took it for a test drive, and the problem still existed! After a bit of sulking and soul searching, I remembered when I installed a short shift kit on my own car how hard it was to get the rubber sealing boot to sit correctly on the shift lever. Before I had the chance to tell my buddy to check the sealing boot on the car, he was on his way to purchase (4 hours away) a low mileage transmission to swap in. When he got back with the transmission, and an empty wallet, we checked out the rubber boot, and sure enough, it was too high on the shift lever. When the shifter was in 2nd or 4th, the rubber was stretched so much that it would pull the shifter back to neutral like a giant rubber band. It was a fix that cost nothing. At least we have a spare transmission lying around now!



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

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ohll-ara-go.blogspot.com



### He'll be in kindergarten

#### WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

In high school, if he drives this Rambler, it will still have the same Ceramic-Armored muffler and tailpipe. (Should

either rust out, collision damage excepted, free replacement for the original owner will be made by a Rambler dealer. That's guaranteed.)

Sound like the car of a lifetime? It is. The starter and generator are lubricated for life. Rambler Single-Unit construction, with its hundreds of extra welds, stays remarkably free from squeaks and rattles.

And Deep-Dip rustproofing, right up to the roof, makes Rambler the world's most rustproofed car.

Someday there may be a completely service-free car that lasts forever. Today Rambler comes closest. Come get the full story from your Rambler dealer.

\*Chassis lubrication lasts 3 years or 33,000 miles, whichever occurs first.

**RAMBLER**

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\* Baby constantly visible; car view vision not impaired.

**SAFEST, MOST COMFORTABLE CAR BED EVER MADE**

**FITS ANY HARDTOP CAR ONE-MINUTE INSTALLATION**

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**\$6.95**

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAMMOCK FROM YOUR LOCAL DEALER OR PURCHASE IT AT 53 Lighthouse Avenue, Monterey, California.

on the Monterey Peninsula



# VCCA 2019 NATIONAL VETERAN VEHICLE RALLY



17<sup>th</sup> – 23<sup>rd</sup> September  
Bundaberg / Bargara QLD

More information at [www.vccaq.com](http://www.vccaq.com) (2019 Rally)

Editors' note: They have every state represented except NT And if their presentation at the last national rally was anything to go by it will be a ripper show. (Their presentation included lots of free food and free Bundy rum and liqueurs) So some of you Territory old car buffs get your gear together and head over to a good time. I will be in WA at the time so it's a bummer but I cant be there this time.





**THE GAWLER VETERAN, VINTAGE AND CLASSIC VEHICLE CLUB  
(GVV&CVC)**

INVITE YOU TO PARTICIPATE IN THE FOURTH ANNUAL  
**GAWLER TO BAROSSA VETERAN & VINTAGE RUN**  
**SUNDAY APRIL 7th 2019 FOR VEHICLES UP TO & INCLUDING 1930 ONLY**  
**Motor cycles & Commercials included**

**STEINBORNER**  
**SPONSORED by AUTOMOTIVE-BAROSSA**

**\$10 ENTRY**

**INCLUDES MORNING TEA**

Meet at the Gawler Council car park Lyndoch Rd. Enter from High St. next to Fasta Pasta.

Assemble from 8:00 am for 9:30 am start, Veteran & M/C - 10:00 am start, Vintage.

Large area for trailer unloading at the Start. ( Council Car Park)

Large area for trailer loading at the Finish. (Greenock Oval)

Veterans & M/C will leave first with a clear break from the Vintage group.

Mechanic in a recovery vehicle & car trailer will follow at the rear of the cavalcade.

Morning tea supplied to all entrants & passengers on the Village Green at Lyndoch.

Food & drink also available from Lyndoch Bakery.

Food & drink will also be available from the catering stalls on the oval at the finish.

Bring table & chairs.

A fun day with lots of prizes & trophies including President's Trophy & sponsor's pick of the day.

For Enquiries

Entries: David Prest: 0438 112 266. [vvrn@gawlercarclub.com](mailto:vvrn@gawlercarclub.com)

Run Director: Geoff Mob: 0437 689 973, Work: 8284 7095

Email: [vvrn@gawlercarclub.com](mailto:vvrn@gawlercarclub.com) Web : [WWW.gawlercarclub.com](http://WWW.gawlercarclub.com)



## Wots on

- \* On the 2nd Wednesday of every month is the members meeting at the hangar 7.30PM plus BBQ 7.00PM
  - \* There is a working bee at hangar the Sunday after the meeting.
  - \* Every Saturday morning coffee and talking rubbish at the hangar. Catch up with the other club members, a good excuse to get your club registered vehicle out and about.
  - \* On the 1st Friday evening of each month the chrome bumper cruise is on at Fisherman's wharf open to all clubs.
  - \* On the 1st Sunday of each month there is a motor bike ride round Darwin or its hinterland.
- Ring Peter Grice 0459 818 131 for ride details
- Sunday 26th January Australia day ute run

## Stuff on the net

**Mercedes AA** luxury car with a difference. Amazing stuff!

<https://www.youtube.com/watch?v=iEjTwsfqHOY>

**Commemoration of the 100th anniversary** of the end of WW1 they had a convoy of WW1 military vehicles cruising around England. Be prepared to be amazed. Something fantastic like this could not happen in Australia. Too much bull-shit!

<https://www.youtube.com/watch?v=4GMITokuHN4&t=572s>



**They took a brand new 1957 Plymouth Belvedere** (one of the most beautiful cars ever built) and put it in a concrete time capsule. When they opened the capsule 50 years later, they got a surprise.

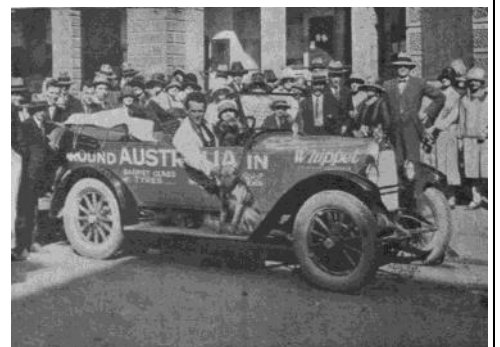
<https://www.youtube.com/watch?v=wMxxS4tRhLM>

**A shed full** and a lot more stuff!

<https://www.youtube.com/watch?v=xpVNw1jmB6c>

**Honeymoon in 1926 driving right round Australia** in an Overland Whippet. The bride wrote a book about her adventure. A really interesting book especially the chapters on the top end during the buildup. Download it from the State Library of Victoria. It's free. Fantastic read!

[http://digital.slv.vic.gov.au/dtl\\_publish/pdf/marc/8/1237053.html](http://digital.slv.vic.gov.au/dtl_publish/pdf/marc/8/1237053.html)



**A New York attorney** representing a wealthy art collector called and asked to speak to his client.

"Saul, I have some good news and I have some bad news."

The art collector replied, "You know, I've had an awful day, Jack; so let's hear the good news first."

The lawyer said, "Well, I met with your wife today, and she informed me that she has invested only \$5,000 in two very nice pictures that she thinks will bring somewhere between \$15 and \$20 million ... and I think she could be right."

Saul replied enthusiastically, "Holy cow! Well done! My wife is a brilliant business woman, isn't she?"

You've just made my day. Now, I know I can handle the bad news. What is it?"

The lawyer replied, "The pictures are of you and your secretary."