

Motor Vehicle Enthusiasts Club



No 132

TRANSMISSION

AUG 2019

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

REO



A smoko break on the station about 1910. The car is a 1908 model G Reo. It has survived, but spent many of the intervening years in the station rubbish tip. Then along came one bloke with the necessary determination to make it run again.

*William Robert & Mary Alice Mack. Bought
"Cranford" in late 1890's. Property sold in 1922.
"Cranford" 1st Old.
about 1910
A son of W R Mack is sitting on the bonnet.*

The caption on the back of the photo



*Dave Martin and the Reo in more recent times.
Pic to the right is what he dragged out of the tip.*



*The engine sat in the weather for at least 40 years
but probably more, with the top off. The conrod was
rusted to resemble 2 bits of wire.*

1908 REO Model G Owned and restored by Dave Martin

This story starts about 43 years ago when Dave's wife's uncle told him of the remains of an old car on a property out from Charters Towers in Qld. Uncle had looked after the property in the early 1930's and even then the car was residing in the station dump.

At the time Dave thought the chances of the car still being there were slim and thought it had probably advanced to the scrappy long ago. A couple of years later, Charters Towers held their first swap meet and that jogged Daves memory and had him wonder if that car might still be there. He remembered the name of the bloke that was on the property and rang him up, and yes the car was still there. A quick enquiry with the gent's father revealed that the car was a Reo but there wasn't a lot of it remaining but Dave was invited to come and check it out and if he wished he could take it away.

Once he got it home it sat around for several years and during that time he received quite a few offers to buy it. Naturally he declined them all. All



this time he was looking for bits for it but to say there wasn't much around was a bit of an understatement. He found nothing. Dave is a boilermaker by trade, but by the time the car was finished he had honed his skills at machining, making patterns for casting, woodwork and just about everything that goes into an old car. He did go back to the property 3 or 4 times looking for bits and pieces. He drew a mudmap on the ground of what the bonnet looked like. The bloke gave a smile and said to Dave "leave it to me, I have seen that somewhere" Two weeks later he rang to say he had found the bonnet, but its not much good. Dave picked it up. He had a pattern to copy. On another trip he was guided to a track and told to look under a gumtree about 1 1/2 miles distant. There he found the mudguards and other stuff including the valve lifter pedal of which he had already manufactured a replacement. He chucked the new one and fitted the original. The original lights were there but they looked as if they had been run over and were a bit flat. The gear lever was a bit bent but straightened up ok. It even had it's brass bits still attached. The crank handle did not turn up. The owner of another one of these cars kindly sent Dave some photos and measurements and he manufactured a replica. Another owner in Bendigo agreed to lend Dave a set of gear linkages so he could copy them. They arrived by post just before the weekend so Dave worked into the early hours of the morning and all weekend making the copies so he could send them on their way back on Monday. The carby was a problem. He found a feller in the States that claimed to have 2500 carburetors, but he did not have one for the Reo. Before agreeing to engage him with the job of finding the elusive model, he enquired the price. With a quote of 2500- 3000 US dollars Dave declined the offer. But having established himself as being trustworthy to the gent in Bendigo, he was loaned the correct carby and so began Dave's latest trade as that of a patternmaker. After making the pattern he had 2 of them cast in brass. He machined up the first one and was halfway through the second when he decided the first one was working fine. So the second one is still half finished and the first one is still working fine.

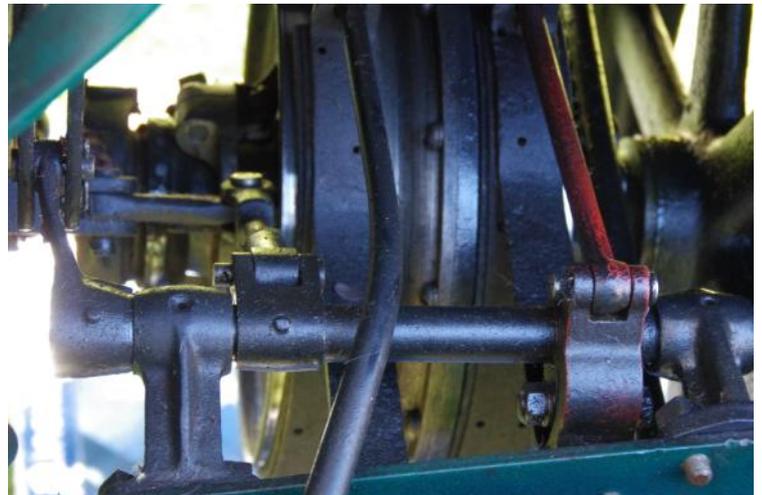
But the big problem was the gearbox, or lack of one. The owner of the station from whence the car had come invited Dave to search the sheds for parts, but he never found even one bit of the gearbox. The guess is the car had had gearbox problems and the gearbox had been removed and sent away for repair. It is not possible to get the gearbox out of the vehicle without removing the engine first, but when Dave got the car, the engine was in it. So the assumption was that the engine and gearbox were removed, the gearbox sent way, and the engine been replaced while waiting for the gearbox to return. But for whatever reason it



What do you do when you can't find a suitable carby? Cast your own, and machine it up yourself, of course! Later a patternmaker said he couldn't make a pattern for that, it just wasn't possible.



Dave turned the gearbox case down from a donut of 2" thick steel plate from the scrap bin at his work.



And he knocked up the whole set of gearbox linkages in one weekend so he could get the originals back to the bloke that had lent them. He made the g/box gears too.

Couldn't find the crank. A helpful bloke sent Dave some pics and dimensions so he could make one. It is made from one piece of steel with no welding involved.



never did, leaving Dave with a bit of a problem. The answer was fairly standard for this car...make a gear-box. Perhaps the most impressive part of it is the case. At his work they had offcuts of 2 inch thick steel plate, big discs of scrap metal. Dave turned em down into works of art and they have been working fine for years. The engine wasn't all that flash either. The conrod had rusted away till it resembled a bit of wire and although the piston was in perfect nick, the bore had a monstrous rust pit. He gave the cylinder to the machine shop to bore it out till the pit was gone. They took it out till the pit just became a discoloration and the bore was then fine but you can't race down to Repco and buy an over-size piston for a veteran Reo, so what do you do? Easy! Make a pattern based on the original and have the foundry cast you a new one using old pistons for the metal. He then had it cam ground but it nipped up a couple of times. Each time he would give it a rub with 120 grit paper and finish with 1000. After 2 nip ups and 2 sandings it now has the necessary clearance and has no more problems. Dave reckons he will skip the cam grinding in future and turn it down himself with a bit more clearance. Originally the rings were 3/8" thick with no oil ring. It now has 1/8" rings.

Naturally there were myriads of bits and pieces that had to be made but everything was made as an exact copy of what was original. Where possible the parts that had to be manufactured were built from measurements and photos, others from loaned items that were copied and then returned. For the body Dave bought a set of plans from a bloke in America but they lacked certain dimensions and angles, so with a weeks holidays flew down to take the necessary measurements off an original unrestored body. All this takes a certain amount of time and although the Reo looks a bit like it was just finished, it has been going and in use for 21 years. The paint is 24 years old and fixing it up took 9 years. But he has owned it for 43 years.



And there is lots of bent wood in this car. Dave commandeered the plunge bath in their house to soak all the timbers. It was showers only for a month.



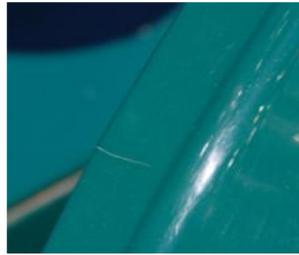
After Dave had gone to the trouble of making a new valve lifter pedal the original one turned up. The new one got removed and the original fitted.



All those beaut brackets that look like they are cast actually aren't. Another owner took the trouble to remove his brackets and make tracings of them. Dave then machined them from a lump of brass



Dave was so fussy about keeping things as original as possible that he remanufactured the mudguards with a rolled edge on the outside but a plain edge on the inside. Originally he made them from 1mm panel steel but after 20 years they cracked, so he has made new ones for the rear. They are 1.2mm zinc anneal. Hopefully they will last longer. The ones you see in the picture are the latest. The paint is only a few days old. I couldn't tell the difference from the ones on the front which were painted 20 odd years ago. (apart from the crack)



The sprocket and chain were the easy part. You could just go and buy a blank sprocket and fit it, but the axle tubes and axles were a bit harder. Originally it ran Hyatt bearings which have no inner or outer race, the rollers run directly on the axle and the inside of the tube. Naturally they were worn out as were the axles and axle tubes. Somewhere in the past one of the bearings had had a babbitt bearing poured in its place. Dave made new axle tubes from some hollow bar, turning out the inside and the outside to the required dimensions. He then shrink fitted them to those supports you see either side of the diff with a dab of weld through a hole as a locating peg. Then he turned up new axles.



A spring maker made new leafs but announced it was not possible to forge weld the fancy eyes on the end. Now Dave wasn't going to have any non original rubbish on his car and in his job as a welder he had welded plenty of springs and they hadn't broken, so he made some inserts and welded them into the loop the spring maker had made. The result is smicko and after 20 odd years they are still performing well.



View of the single cylinder engine. Note many hammer marks on the fly-wheel reminding us of its treatment in a past life. Also a good view of the Dave brand carby and gearbox.



Lots of people think you crank old cars from the front... This pic shows the Dave's replica crank does not attach to the front.

Lots of people also expect to find an engine under the bonnet. Not so in this car, you may have already noticed it is under the floor. There is a fuel tank and a coolant tank plus two banks of batteries to run the trembler coil ignition. The second set is for when the first gets flat.



The radiator was a bit sad. The fins were made of tin and had rusted away. Dave found a bloke in the states that would make him new cores. Dave wanted him to make em from copper but he would only do em in tin as original so they are tin with copper tubes Dave then soldered them to the original manifolds on the ends. It is like 12 radiators stacked on top of each other and the coolant has to flow back and forth through all 12 of them in series.

There is a geared pump to keep the coolant moving and it all works very well.

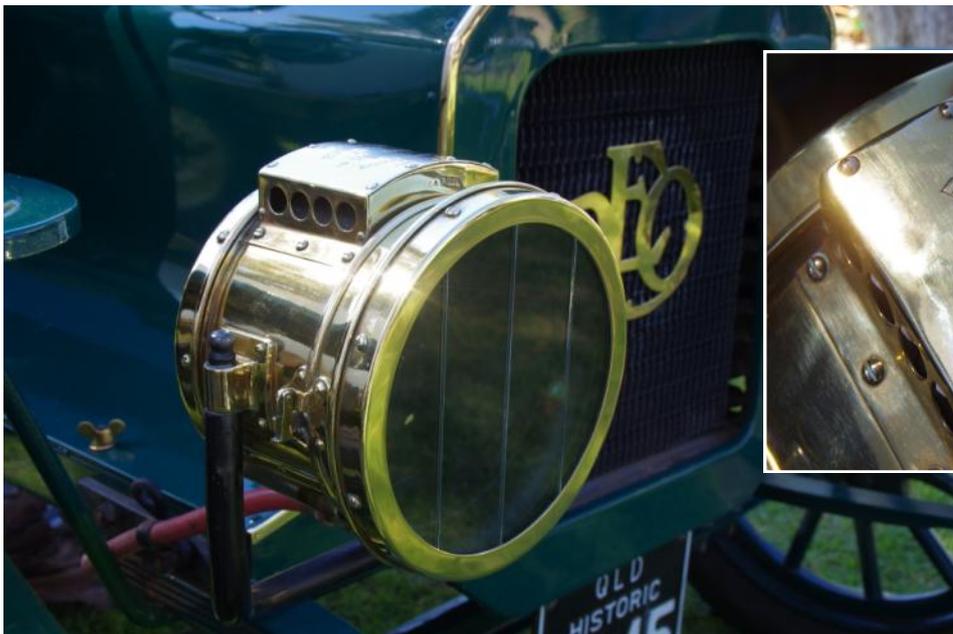
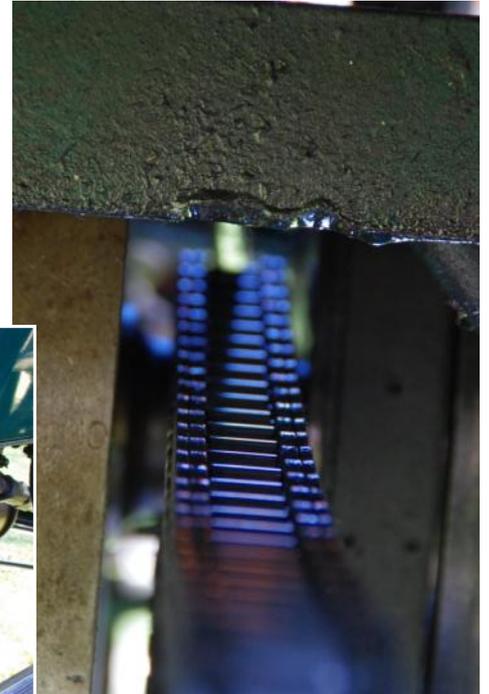
The 12 radiator segments are clamped together with coolant flowing through them all in series. Works well!



Left: No going to Repco or CBC and buying a new water pump, not even a kit with a bearing ,impeller and seal. No this time it was a bit more complicated. First off Dave had a casting sent over from the states where you had to do the machining yourself, but when he machines the inside to the proper dimensions the cutting tool was coming through the case. The dimensions were all wrong. So once again he made his own pattern and had the casting done himself and machined that. The result is what is in the photo and it works fine. Of course he made the gears too.

Below: This car has a bit of speed equipment from back in the day. Standard equipment, I must point out! That piece of steel rod with the bent bit on the end is a device that enables or disables part of the muffler. If there are horses around or people that you don't want to scare, you screw it in. Once out of town you screw it out for more noise but more horsepower and more speed!

Right: You might reckon having a chain drive a bit of a pain because you have to oil it. Nothing could be further from the truth. It gets plenty of oil from the spray emanating from the engine and transmission.



The original headlights were beyond redemption but some suitable replacements came up eventually.



Three of the original rims survived and he found a bloke that could make the fourth, but it didn't seem good to have 3 old ones so had 4 new ones made and wheel rebuilt with new spokes. The hubs are original.

The remains of a tyre led Dave to believe the tyres were a metric size 710x 85/90. but it seemed unusual that an American car would have a metric sized tyre. A bit of re-research found that cars built for the local market (USA) were fitted with rims to take 28 x 3 clinchers, but cars for the export market had the metric equivalent of 710 x 90. In the interest of originality he stayed with the metric size but it turns out the Imperial size are significantly cheaper so with Dave's next fixerup car he will be sticking with the imperial size.



This is a support for the supports that hold up the hood, when it is lowered. Check out the work that went into it. Dave writes this off as a roughie that he knocked up in a hurry. Looks pretty neat to my eyes.



The flashiest dickie seat folds out at the back. Note the curved bodies for the front seat. Dave did his own laminating to get those curves. The front seat is pretty comfy too! (below)



The view from the drivers seat. Its interesting that they made the steering box with off centre bushes so you could adjust the play between the gears.

September 17, 1965

Amphibious cars arrive in Frankfurt after sailing across the English Channel

On September 17, 1965, four adventurous Englishmen arrive at the Frankfurt Motor Show in Germany after crossing the English Channel by Amphicar, the world's only mass-produced amphibious passenger car. Despite choppy waters, stiff winds, and one flooded engine, the two vehicles made it across the water in about seven hours.

The Amphicar's design, by the German engineer Hans Trippel, derived from the Schwimmwagen, the amphibious all-wheel-drive vehicle that Volkswagen had produced for the German armed forces during World War II. A company called the Quandt Group produced the Amphicars for seven years, from 1961 to 1968; in all, they built about 3,900 of the little swimming convertibles.

Amphicars came in four colors—Beach White, Regatta Red, Lagoon Blue, and Fjord Green—and were powered from the rear by a 43-horsepower, four-cylinder Triumph Herald engine. On land, the cars used a four-speed-plus-reverse manual transmission. In the water, they used a transfer case that had two speeds: forward and backward. With the top and windows up, the Amphicar was remarkably seaworthy: Its front wheels acted as rudders and two nylon propellers chugged along in back. The car's builders called it the "770," because in theory, at least—it could go 7 mph in the water and 70 mph on land. To see an Amphicar hit either one of these speeds was rare, however: According to one owner, it was "the fastest car on the water and the fastest boat on the road."

The four Englishmen left London on the morning of September 16, rolled down the ramp at Dover, and headed for France. About halfway across the Channel, a blocked bilge pump flooded one of the Amphicars; the other towed it the rest of the way to shore. When they arrived at Calais, the four travelers (with the help of the crowd that had gathered to see them) managed to drag the cars over the beach and to the gas station. The next day, they headed off to Frankfurt.

About 3,000 Amphicars were imported into the United States. In fact, Quandt sold such a large proportion of the cars to Americans that in 1968, when the Motor Vehicle Air Pollution Act raised emissions standards to a level that the Amphicar couldn't meet, the company just stopped building the cars altogether. Amphicar enthusiasts estimate that between 300 and 600 seaworthy vehicles remain on the road today.

In a book about US president, Lyndon Johnson (LBJ), he had an amphibious car. It is assumed it was one like this article is about. He kept it at his ranch, and when he entertained foreign heads of state or other dignitaries, he would give them a tour of the ranch in this car, which they did not realize was an amphibious car. He would drive into the river on his ranch and laugh at the passenger's reaction. Sometimes he tried to add drama to this by acting drunk or crazy and running into the water.



IT'S THE HEART OF YOUR TIRES

by John L. Campbell

What part on your automobile hasn't changed its design in over 100 years? Sounds like a good trivia question, doesn't it? The answer: it's the tire valve. Whether your tires are tubeless or have a tube, there's a tire valve on every wheel, a design patented in 1898.

The Duryea brothers were the first car manufacturers in America to put pneumatic tires on their horse-less carriage; and if it hadn't been for the invention of the tire valve by August Schrader and his son, George, there wouldn't have been an air-tight seal to keep the tires from going flat over time. The Schrader-valve has been an American standard for 102 consecutive years and a world standard for more than 76 years. George Schrader is credited with the pioneering effort and experimental work that resulted in patents issued for the current housing design with its removable and interchangeable core and cap.

The late David Beecroft, former president of the Society of Automotive Engineers, said, "Tire valve development is deservedly the ace of automotive standardization. The valve interior or core of today fits the valve housing of 1898 with equal facility and the removable valve core and the cap with the tire valve housing comprise the only standard in world-wide use in the automotive industry."

If August Schrader hadn't setup his machine shop in Manhattan within a few blocks of Charles Goodyear's rubber vulcanizing plant, the two geniuses might never have met.

Goodyear patented rubber vulcanizing in 1839 and August Schrader arrived in New York from Hanover, Germany, a year later. Four years after Schrader's arrival in America, the industrious German started his own company. With over thirty rubber depots and warehouses in Manhattan Schrader found himself immersed in the new growth industry. To accommodate the needs of these rubber manufacturers Schrader machined molds and brass fittings for companies like Goodyear and Union India Rubber Company.

In 1890, after some English cyclists outclassed all competition with their cushioned pneumatic tires at a race in Niagara Falls, one of the early tire manufacturers asked Schrader to develop an air-tight seal for pneumatic tires. Two years later Schrader and his son, George, applied for their first patent on the Schrader tire valve, improvements of which became the standard for the world and the nucleus for their company's success.

The tiny valve cores are machined from brass rod and chrome plated. According to Mike Doster, a design engineer, seven different sizes of valve inserts for today's tubeless tires and a couple dozen different lengths are made. "But, they're all basically the same design, which hasn't changed in over 100 years."

Rommel's outback adventure part 1

Hi all, my name is Andrew Novak I have been a MVEC member for some years now and some of you may have meet me over the years at The Hanger..... I had last lived in Darwin in around 2005 before moving back to Perth and then back to my home town of Melbourne..... Around 10 years ago I began a routine trip from Melbourne to Perth for an annual Volkswagen show in Perth called ironically the Day of the Volkswagen which is always on the first weekend in December. I would fly over for the weekend catch up with old friends attend the VW show Sunday buy more crap that I really didn't need then realise I had a problem. Everything I had bought needed to go back to Melbourne! So my only solution was to buy a vehicle while there a VW of course and load it up and send that back to Melbourne. This was done so I could make a little out of the car going back and then my parts cost nothing to get back and thus saving money on freight! I did this for a couple of years and then thought this wasted opportunity and why not make it a round trip? So now I do a trip from Melbourne to Perth to Darwin to Melbourne every year for however many years it has ever been? So on one of my first solo round trips all those years ago I would just hire a car and would catch up with my Nazi mate (just joking but his German) Hubert Locher who at the time lived in Fannie Bay . I would stay with him and then spend a few days driving around Darwin going places where no 2 wheel drive hire car had ever been before just looking for trouble... (Adventure). Fast forward to the following year I ended up buying a 1989 model Volkswagen Transporter which turned out to be a very rare double door meaning it had twin sliding doors either side which is one of only 5 ever brought into Australia, which somehow ended up in Darwin ?? Actually my Nazi friend Hubert told me about the VW as I had sold him a similar VW Transporter earlier in the year which he flew down to Melbourne to pick up and drove it back to Darwin and yes he made it back with no dramas... But while he was filling up with petrol in Berrimah sometime after, someone approached him and ask if he wanted to buy another VW Transporter like he was driving .He rang me and asked if I was interested and my attention grew when he mentioned something about it having twin sliding doors, as I had never seen one in Australia before.... He finalised the deal for me had it towed home and it awaited my arrival in December of 2008.

When I arrived that year and having sighted the Transporter for the first time I knew it would require a few repairs to get it up and going as it had sat for how every long. The previous owner had told Hubert it did run but made a shocking noise when running?? This is why he stopped driving it. He tried having it repaired in Darwin but no one was too interested in fixing it for him and simply told him it needed a new engine!! Anyway I had bought a new battery in Darwin on our way back to Hubert's place and thought let's put it in and see what happens?? Would you believe after a few cranks of the starter yes she fired up and from here begins some of the best adventures and friendships I have made across the top end..

But before all the adventuring began I had bought some spare parts with me that year, in knowing the poor old VW would need repairs and a full service before going any where !! The shocking noise the engine made was only the water pump, which I had bought with me in my box of spare parts. I probably forgot to mention I am a VW mechanic which does help in a situation like this!! Anyway after spending a couple of days doing repairs a service and a clean she was ready to go!!

This brings me to how I became a member of MVEC Having lived and travelled around the NT I had seen and come across all sorts of cars and parts lying around and been given leads to cars in the middle of nowhere! The only problem in the NT is usually the distances needed to be covered to recover some of these cars!! If I were to say to someone in Melbourne I need to travel 1500 kilometres in one direction to get something that may or may not be out there they would say I am mad!! Yes I am probably a little out there most people come to the NT for a normal holi-



*Just one of the many million dollar camp sites we had
..... What I would do to be there now!!*

day!! Not to drive around at the beginning of the wet season to collect scrap metal and that is really what I'm doing. The main problem I had though was NO trailer!!

I began asking friends in Darwin who has a tandem trailer I may be able to borrow or hire at a reasonable rate? With really no joy at all!! This when a MVEC member who was a mutual friend suggested I join the club as they had a club trailer you could hire at a reasonable rate and the money goes back to the club !! I thought that sounds like a good idea and so I made my way down to the Hanger .. This is where I first met Captain Leo and the rest of royal family and I must say some of the best blokes I have ever come across ... and I wish I could set up a reality channel from The Hanger onto television and with all the

characters this would be a smash hit Anyway upon our first initial introduction all those years ago I don't think they knew what to make of me and what I wanted to do especially when I asked about borrowing the trailer. Their first question back to me was ... what you going to tow it with?? I turned around and pointed at the old VW Van which I arrived in !!!! It was parked just outside the workshop door where they all looked at me with a little disbelief Anyway they lent me the trailer and I was off to begin some of the best trips and times in my life Fast forward to December 2018 over the years I have made the trip up on my own but last year my long term partner and girlfriend Karen Biasin came with me on our round trip. She had been in the past with me but hadn't come up in a number of years because she has two very autistic children being Amber and Blake who require full time care and hence it is hard for her to get away for a two week break but last year she did again ... The only thing was I wasn't supposed to do any car stuff!! Anyway upon landing in Darwin the Nazi picked us up which I am always grateful for as it is a \$100 dollar taxi ride to Howard Springs.... We stopped at the Hanger to say hi to the Royal family (English ... Germans I have a silly sense of humour) anyway where I was making sure it was still ok to borrow the trailer and at this point Karen knew it wasn't going to be holiday of just hanging around plunge pools in Kakadu (she loves them). Upon a little sweet talking and words of encouragement from the old boys we left to be back in a few days after routine maintenance to the old VW to pick up the trailer. On this trip I was going to pick up a couple of things and believe it or not the first wasn't a VW !! I had been up earlier in the year and recovered an old 1967 VW Kombi which had long been abandoned and long forgotten about in the middle of the outback of



This is myself and Karen at the Old Ivanhoe River Crossing outside of Kununurra (Do I look worried?)



Karen standing very reluctantly in the water at the Old Ivanhoe Crossing especially after some local blackfellas told here about the crocs there!! I wanted here to walk across! Only joking.....

I treated Karen and myself to a sunset cruise of Lake Argyle even going for a swim in the middle of the lake where we were assured there were no crocs! Not Salty the variety anyway. Enjoying a fine food palter provided by the cruise operator. I highly recommend if you ever visit Lake Argyle to do it!!



which I had been told about years ago but I will leave that story for next timeBut whilst returning to Darwin I had detoured into Wyndham where I was chasing up and an old 1976 Kombi which I had also seen years ago also but had already been sold and had gone to Kununurra In this same earlier trip still being in Wyndham I had also spotted a Ford Falcon XC Panel van which I didn't have much interest in but only noticing it had a slotted bonnet being for a V8 model but the car was only a 6 cylinder model. But making enquiries about the Ford it led me to a 1997 VW Transporter and a 1970 Kombi Panelvan . I ended up buying all three cars . At the time I had already recovered the old Kombi which was still on the trailer and hence couldn't take any of them and why I had now returned to pick up my other purchases. Fast forwarding it is funny how things happen as on our way to Wyndham we made a detour to the famous Lake Argyle Dam and stayed at the caravan park which overlooks the dam at the old workers village. I must say with the infinity pool is fantastic. Also this time of year being December is almost deserted which I think is great. Whilst there we meet an older couple from Perth driving a 1997 VW Transporter which we ended up cooking dinner with and shared some of our travelling stories. The next morning we parted ways but before leaving I gave them my number and said if you have any dramas give us a call... (I think I cursed them).

The following day Karen and I travelled to Wyndham where there are a few sights to see but the best of all is the 5 rivers lookout above Wyndham! It has free electric barbeques where you can cook up a feast and have a million dollar view for free as well!!!!!! The waters around Wyndham aren't ideal for swimming but they have a new million dollar swimming pool (Thanks to the governments simulates package) which comes in handy when you have a bored girlfriend only wanting to go for a swim! So dropped Karen off at the pool and then went off to do my car stuff. I went down to the wharf area to catch up with Jim who I had bought the old Ford panel van and VWs off 5 months earlier. He works down there

This is me sweeting like a pig in my Terrorised overalls. Having just cut out the floor section of the dead Kombi. There are not mechanicals or anything else of value left as in some of my earlier trips I had already stripped them. I was just finishing the job!



I would have tried driving across but there was a concrete barrier stopping you from doing so! I will try anything once!



This is Phil (Couple that had broken down) helping me cut up the old kombis at the Old Manbulloo Airfield and the workhorse (VW) towing the old Ford.....



with couple of other characters don't know what they all do exactly as every time I have seen them before there sitting in the office talking crap?? Not that it matters and today being no exception. Not to worry. We end up loading the Ford onto the trailer as it was at the wharf and then ended up in Jims VW Amacock (Amarok) driving around town and him showing me cars I might be interested in and talking to his mates about any other cars of interest?..... This all being done in his lunch break he tells me (must be a long lunch).....Time fly's when having fun! Karen rings me to ask where I am by which time some 6 hours had passed!!! After picking Karen up when ended up at that million dollar look-out again with some pork chops to cook up and salad having a great meal and to receive a call???

Ye p I cursed the couple driving the VW Transporter they had been towed into Timber Creek by a local and asked if I could help ?? After asking what happened they explained to me they were cruising along and the VW just cut out. It gave me a thought and I hoped it would be one of only a couple of things ... Lucky for them I was still in Wyndham and as mentioned earlier had bought those other VWs off Jim, one of which was the same model they were driving!!! So popped round to Jims place to grab a couple of parts off the VW which I hoped would fix their Transporter... The following day we made our way to Timber Creek to become RACNT (RACV where I am from) We didn't arrive until early evening but they were relieved to see us both and so they could sleep in peace that night I thought I better look at the VW first... So I had Phil crank the VW over to see what was going on and do a couple of quick checks to realise no spark!!! And NO they don't have points anymore !!! it is electronic ignition..... and so lucky for them I had removed the coil pack from the other van Boom boom in I plugged the coil pack said crank the old girl over and just like a bought one she fired up on all 5 cylinders!!! Yes it is a 5 cylinder I believe one of the best engines ever made! They were so happy they ended up buying dinner at the Pub for us both and I wasn't going say no.. Isn't amazing how you may meet people on your travels thinking you will never see them again only to come to their rescue later. So after a great pub meal hot

The huge Manbullloo air strip still quite intact even after some 75plus years..... And finally the Germans arrive.....



No I didn't put the rubbish there!! But I am trying to clean it up one Kombi at a time..



Whilst there I thought I should have a flying lesson! I don't know how ze English vun ze vor flying these??



shower and great night's sleep staying in the camp ground behind the pub the following morning we were headed in convoy back towards Katherine. We stopped along the way to see some of the many sights including the Old Victoria River Crossing no wonder impassable in the wet... We eventually arrive in Katherine and where I can finally drop off that boat anchor to go back to Melbourne and give the old VW Transporter a well earned rest..

Strangely I went over a weigh bridge in Wyndham and it came up as just on 2.2 tons I was towing from memory!!! The girls were dropped off at the hot springs in Katherine, myself and Phil went to Kenard's hire where I was going to hire a petrol driven cutting saw and go and finish a job I tried doing 5 months prior. At the time let's say it turned a little too hot to handle but that's a story for another day!!!

We left for Manbulloo Airfield which is an old WW2 air strip about 15 kilometres out of Katherine back towards the WA border. Years ago there used to be a sky diving school working from the old airfield and there is only a couple of old buildings left and funny enough about 6 old Kombis !!! I first saw these cars more than 20 years ago. Over the last few years I have salvaged what I could from them and this time I was going to finish off what I had started months earlier. Hence the 9 inch petrol driven cutting saw was going to dissect what was worth saving from the poor old abandoned Kombis ... After spending most of the day cutting them up it was loaded onto the trailer to be dropped off at the transport depot for its final destination Melbourne.. From there we caught up with the girls for a well-deserved swim in the Hot Springs..... I think I have bored you enough now and will leave you with something to think about !!! Some people ask how can I be bothered driving around for hours and hours and wasting all that money??? But what I say is you cannot take it with you and if you don't spend it someone else will spend it for you!!!!

Happy Hunting

Outback VW Andy aka Fabio.



This was the rescue scene from Timber Creek Caravan Park where Phil and his partner Josephine waited patiently our arrival to perform some CPR on their Red Transporter!!!!!!



Just getting room service at the Kombi Hilton....



Myself, Josephine, Karen and Phil on our return to Darwin having caught up for lunch at Berry Springs ending a great trip

This was taken at the Adelaide River War Cemetery



The 2019 MVEC Literary award for EXCELLENCE in MOTORING JOURNALISM is hereby awarded to Andrew Novak (aka Rommel) for his three part series "Rommel's Outback Adventures"

Read more blitzkrieg adventures in the next editions of Transmission!

Free stuff

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

Email Ted at longtelescope@gmail.com

Or phone 89886049

Deadline.... The end of the month.

Previous editions

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

WANTED VOLKSWAGENS

All Models Early and Late..... Complete or not.
Beetle, Kombi, Type3, Transporter, Karmann, Country Buggy.....Parts, Brochure's, Factory tooling, Signage, Anything Considered, Even Leads..... Will travel....

CASH PAID.....

Please Phone Rommel 0413784384

1955 Morris minor

Fitted with 1000cc motor.

Last of the split windows, semaphores still work.

View at 1934 Qantas hangar

Asking \$7,700 ono

Phone Geoff 0417843728

Wanted to buy

2 spyder gears for a model T diff.

Any help or leads appreciated.

Ted

longtelescope@gmail.com



Do you have a car on club rego? A couple of weeks ago an MVEC member got pulled over by the police while driving his club registered car to a club authorized event. He didn't have his logbook with him and subsequently copped a \$1600 fine for driving an unregistered vehicle. One of the conditions you accept when taking out club rego is that you will have a filled out logbook with you all the time when using the vehicle. That includes filling it out when you start out on your trip.



MOTOR VEHICLE ENTHUSIASTS CLUB INCORPORATED

MEMBERSHIP RENEWAL FORM FOR 2019 / 20

FAMILY NAME.....GIVEN NAME.....CLUB No

SPOUSE/PARTNER CHILDREN UNDER 16YRS.....

RESIDENTIAL ADDRESS: STREET NAME/NUMBER.....

SUBURB/TOWN:STATE.....POSTCODE.....

POSTAL ADDRESS:SUBURB/TOWN.....STATE.....POSTCODE.....

PHONE.....MOBILE.....FAX.....

YOUR EMAIL PRINT CLEARLY

MEMBERSHIP FEES ARE DUE ON 1ST JULY AND NO LATER THAN 30TH SEPTEMBER

MEMBERSHIP FEE IS \$35.00 FOR ALL MEMBERS IRRESPECTIVE OF WHERE YOU LIVE

NOTE * You must be financial to retain your Club Registration

PAYMENT; PLEASE TICK BOX TO INDICATE PAYMENT METHOD

- POSTED TO MVEC PO BOX 911 DARWIN 0801
- DROPPED OFF AT HANGAR WITH PAYMENT
- PAID ONLINE: BANK ACCOUNT BENDIGO BANK BSB 633-000 ACCOUNT 142 473 552

NOTE* INCLUDE NAME AND OR CLUB NUMBER, IF NOT IT WILL BE COUNTED AS A DONATION

POST OR EMAIL COMPLETED FORM BACK TO MVEC

VEHICLE DETAILS USE XTRA SHEET IF NEEDED

YEAR	MAKE	MODEL	BODY TYPE	CONDITION	CLUB REG No	OTHER

***OFFICE USE ONLY** PAYMENT RECEIVED DATECARD ISSUED

MVEC EMAIL: **mveclub@bigpond.com** Phone **(08) 8942 4839**

MVEC POSTAL ADDRESS **PO BOX 911 DARWIN 0801**

THE HISTORIC COMMERCIAL VEHICLE ASSOCIATION QLD

HISTORIC TRUCK & TRACTOR SHOW

GATTON SHOWGROUNDS
28th SEPTEMBER 2019.

8 AM to 4PM

VINTAGE & CLASSIC TRUCKS
FEATURING MACK TRUCK DISPLAY,
SHOW TRUCKS, BUSES,
TRACTORS, ENGINES,
PARADES, TRADE STANDS,

FOOD & DRINK.

\$10.00 ENTRY
CHILDREN
UNDER 14
FREE



With the Support of **HCVAQ Supporting**

Our Sponsors



Phone: 0402 234657
Email: hcvaqld@hcvaq.com
www.hcvaq.org.au

Dear Friends,

Just a quick note to bring you up to date with our whereabouts. Apologies for not ringing or seeing you, we just ran out of time. Please excuse us, or even better, come and growl at us in person!

We have sold our house, we are no longer in Wagaman, or even Darwin – we have moved to Whyalla SA. Reactions have ranged from “Where’s Whyalla?” to “Whyalla! WHY?”

It was just time to move, to less gardening, no humidity, and a smaller house, and we’ve done it.

Home, and mailing address, is now 40 Herbert St Whyalla SA 5600.

A renovated 1940 two bedroom sandstone villa, modern kitchen and bathroom, and a HUGE undeveloped back yard which Brian is working on filling with a brand new 4 bay Stratco shed. The advertising on realestate.com may still be up, that shows you what attracted us.

~~It is a lovely place, and a nice change of scenery, instead of the 4 days each way to Darwin, it is only 1 hour to Whyalla, and not seen enough by many people.~~

The house still has two older sheds and a vast new high roof carport (the Taj Mahal) fitting 4 collectible cars, or even better, visiting caravaners so if you are travelling this way, please contact and come and stay, with or without a caravan.

We don’t have a landline, our mobile numbers are still

Brian 0417 843 799

Maggie 0419 812 137

Not becoming the Whyalla Tourist Bureau, but it is a nice town (small city) with enough to keep us occupied – several good coffee shops nearby, some good local businesses as an alternative to the big nationals already here (live local, shop local!), wetlands reserve – with a café, dolphins following the fishermen into the mooring basin, and a fair bit of motor sport, and enthusiasts to trade bits with!

Best wishes (not goodbye)

Brian and Maggie

Repair Mistakes & Blunders

Many years ago, I worked in a two bay "service station" on the graveyard shift. My duties were primarily clean-up and full service gas pump attendant. We did not stock parts outside of a few belts, hoses, batteries and tires; it is the middle of the night after all. Gas, oil and clean windshields was the name of the game.

One evening, a fellow pulls in, rear brakes grinding loudly and smoking hot; literally smoking and light your cigarette hot! He is in a panic, he has places to go and people to see and this is an (his) emergency. I tried to explain that a) I have no parts and b) it was going to be some time before those brake drums were cool enough to touch.

He was not understanding any of this and wanted his car in the bay and on the rack and now! It was getting a little unnerving as I continued to tell him "no parts and too hot," and things were escalating when I noted a quick fix! I reached in and pulled the brake release, the emergency brake pedal popped back up. He said nothing; his look said enough. He drove away. I went back to cleaning the bays.

Joel in Missouri

Stuff on the net

Jalopy racing back in the days in the states. Its interesting the winner would not only get presented with a beaut trophy, but also always gets a kiss from the pretty lady presenting it.

<https://www.youtube.com/watch?v=zKsz-TZGXsw>

Bad driving. A short compilation with a ripper commentary for your amusement. Don't go there if you are offended by gutter language.

https://www.youtube.com/watch?v=AppyZs8Lapc&list=RDAppyZs8Lapc&start_radio=1&t=23&pbjreload=10

Peking to Paris 1997 a 50 min interesting watch.

https://www.youtube.com/watch?v=AppyZs8Lapc&list=RDAppyZs8Lapc&start_radio=1&t=23&pbjreload=10

Mildred, the widowed church gossip and self-appointed monitor of the church's morals, kept sticking her nose into other people's business.

Several members did not approve of her activities, but feared her enough to maintain their silence & distance. She made a mistake, however, when she accused Frank, a new member, of being an alcoholic after she saw his old ute parked in front of the town's only pub one afternoon. She emphatically told Frank, (and several others), that everyone seeing it there would know what he was doing! Frank, a man of few words, stared at her for a moment and just turned and walked away. He didn't explain, defend, or deny. He simply said nothing. Later that evening, Frank quietly parked his ute in front of Mildred's house, walked home... and left it there all night.