

Motor Vehicle Enthusiasts Club



No 142

TRANSMISSION

APR 2021

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

Keeping it in the family



Graham Corell's Dad bought this truck brand new in 1950. Its been around a bit since then but it is right back on the same farm and in the same family as it started.

Despite the high cost of living these days, it still remains popular.



Graham Corell's Dad was in the market for a new 5 ton truck back in 1950. Equipment was still in short supply after the war and to make it worse, what stuff was available was offered to returned servicemen first. Joe average got what was left. Grahams Dad was the only one of the tribe to not go to the war. As the oldest son he was nominated to look after the family farm. He couldn't get a 5 tonner so the 5 ton truck became a 30cwt Morris Commercial towing a trailer. It was used especially for carting grain. That is bags of grain in wheat bags.

Move forward five years and someone must have figured out that it was hard yakka humping bags of wheat and came up with this magic new idea of storing it in a big container called a silo. But to get the grain to the silo, the tray top truck was not the way to go. You needed a tipper to use this new technology. In 1956 the Morris became redundant and was replaced with a shiny new Dodge tip truck and at 5 tons was the size that Dad was after in the first place. Graham was five at the time and remembers the Morris as his Dad sold it. It didn't immediately vanish from the area as the bloke down the road, one Bert Modra, bought it. He had it until his death when it was sold to another in the district, Neville Millard but he eventually moved to Esperance in WA. But before he left he did the right thing by having a clearing sale and it almost came right back home as the next door neighbour, Ron Modra bought it. It was about here that the thought occurred to Graham, that it would

Graham with the Morris. Built in 1949 but sold and first delivered in 1950. Its as close to brand new condition as you can get.

Paskeville? Rural South Australia.



be good to get the truck back again someday. Unfortunately Bob sold up in 1988 and he lost track of it. But maybe 10 years later around '98 he crossed paths with the old neighbour and asked him if he knew what had happened to the red truck. With a couple of lucky coincidences involving daughters living in faraway towns he found that it had sat under a tree in Mt Barker for several years until it headed to Melbourne to be hot rodded. The lucky break was the hot rodder was a friend of one of the daughters and they still kept in touch. Graham asked that he be let know if the truck ever came up for sale. And just 6 months later he received a phone call to inform him that the wife of the hot rodder was having a baby and she was cranky at hubby for squandering cash on the vehicle and either it or she had to go. Well the truck went and Graham headed to Melbourne to see how it had fared under the hands of the hot rodder, and , surprise! It hadn't been rodded at all! The tray was off and rotten but all the steel brackets were safe in a bucket and there was at least one of the chassis rails intact plus enough of the side rails to be able to make perfect replicas. The guards were off and had the paint sanded back and the cab had had a rough job of restoration. And the engine and mechanicals hadn't been touched. So he loaded it his truck and took it home and started fixing..... Its debut was in 2001 at the Cornish festival around Moonta in SA where it won the prize for the best commercial. Grahams Dad was in a nursing home at the age of 87 at the time and when he saw the Morris he had tears in his eyes. He died a couple of months later. But the restoration process didn't end there. The motor was pulled down and reconditioned, but one thing that was a bit nifty came about because the son of the feller that sold the truck to Dad in the first place was still living and back in the days he kept a ledger recording what was sold to whom and it recorded stuff like the make and engine number



Who needs indicators when you have a mechanical hand!



The interior is just as spotless as the rest.

The steel brackets are all original. They were found safely stored in a bucket by the hot rodder.

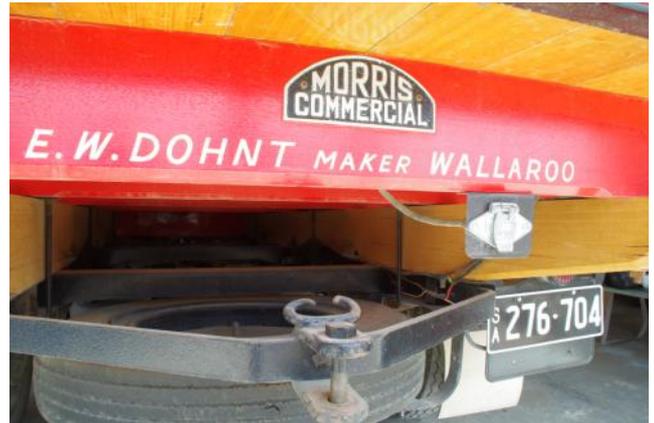


and more importantly for this story, the registration number. In this case it was 276704 and a call to the rego authority found that the number was not currently in use and by forking out \$800 it was his to use for a while. The catch is if you die the number reverts to the government unless it is specifically mentioned in your will. The number is left to Graham's daughter in his will.

There are sides to fit in these brackets. Graham has those too. The grooves along the side rails are an exact copy of the originals.



The name of the bloke that built the replica tray. And it is an exact facsimile. Note the original numberplate too. And Graham has the trailer that attaches to that towbar.



Perhaps the tiedowns don't quite match but its better than losing your bales.



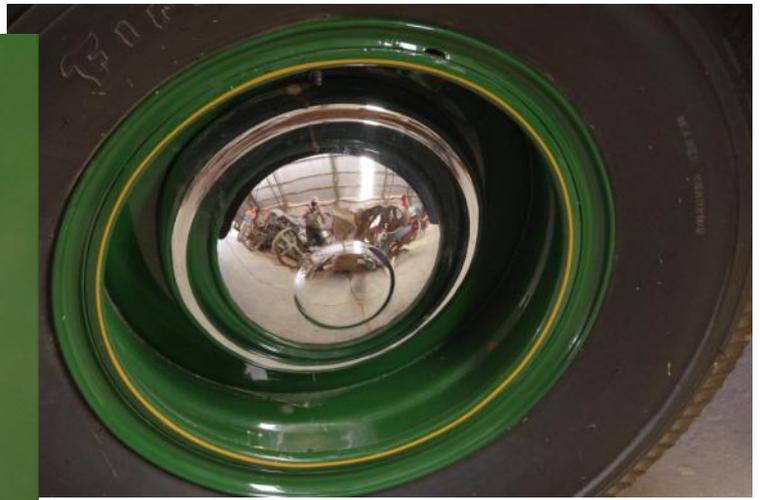
This is not a photo of Graham's actual truck but this is really what it was all about even to the correct trailer on the back. Truck chock full of wheat bags, bloke on the truck puts them on the conveyor, Bloke on the stack catches it on his shoulder and walks it to the spot where it is needed to build the stack. Genuine hard yakka!



The green machine is a LC3 Morris. It is basically the same vehicle as the red truck but with a ute body and the same 30 cwt payload. Has 16" wheels instead of 20". As a young bloke Graham saw one of these utes when a team of shed builders were doing some constructions on the farm for his Dad. They were so unusual that he hadn't seen another one for 50 years and decided it would be good to have one. The search began but with no luck, so he approached the Morris register to see if they might know the whereabouts of one for sale. They came up with one at Lobethal that had been started on as a hotrod but they hadn't got all that far. They had spent \$1000 doing up the brakes and then lost interest. They offered the vehicle for the price they had spent on the brakes. Graham brought it home and found that it was a goer. The engine ran fine but things didn't happen all that quickly as 2 years later he found another one at Moonta Bay. This one was more complete than the first. The cab was better and the ute body was good enough to be able to copy. So he built one ute out of 2. Most of the one you see here is from the second vehicle but naturally the brakes came from the first.



*Timber work in the ute is second to none!
The ute body is over a timber frame.*



You expect a flash ute to have shiny hubcaps but this one goes one step further. It has a gold plated petrol cap. The reason is so that it you don't have to polish it. Gold doesn't tarnish!



Under the bonnet, in the cab, its all as new!



Model F Fordson tractor came from a Ford dealer at Bute, not all that far away. The owner was doing up this tractor as a display but the motor was crook. Graham's Dad had an old header that was out in the weather doing nothing and it had a Fordson engine so he gave the Ford bloke the engine to get the tractor going. Years later the Ford dealership closed and all the gear was put up for sale. And because of the connection with the engine Graham decided he should have that tractor. So he bought the engine back that his Dad had donated in the first place.



There is some work going on with the radiator at the moment. You can see there is no problem with radiator hoses. The radiator bolts straight to the engine.



Graham has 2 Rileys This one came from Geraldton in WA He has snaffled the best bits of both of them to make this one very nice. But there are plans to do the other one up too. From 1937 these cars had cross flow and hemi head.



The Daimler came into the family just like it is. It had had a no holds barred restoration and looks as good as its possible to look. Daimler is basically an upmarket Jaguar with a V8 engine. As far as I can see the V8 is easier to work on as it is a lot shorter engine that the Jag 6 cylinder variety.





Reading car magazines can be risky especially when you have a birthday coming up. Graham found this 1927 Cadillac Coupe in Just Cars magazine. Well, with his 65th birthday coming up he bought himself a present. A pretty nifty present too, a 1927 Cadillac Coupe. Just lovely too, nothing to fix, just enjoy.

It had come into the country back in the days for a NSW grazier, but during the war found itself used as a tow truck. Before it came into Graham's hands it had had a body off restoration. It's just lovely.

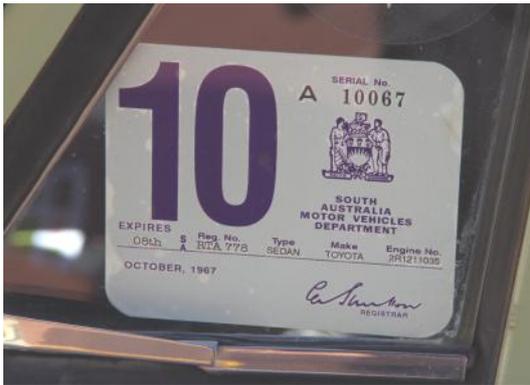
The one problem he has had was a rock through a headlight from a passing truck. A nice round hole. It was quite a task to find a replacement which was quite yellow and then to get it refurbished. Is all good now, you couldn't tell it wasn't new.



Check out this Toyota Corolla I came across in the Barossa Valley in SA last year. Fair dinkum it was like he was in a time bubble of 1967 and he had just gone out for a Sunday drive like you used to do back in those days.

When I spied the car pull up outside a bakery I just had to wait until the owner came out. He explained it all to me.

He had spied the car sitting unused in a shed along the River Murray someplace. It belonged to an old lady and was a second car, thus had only travelled 50000 miles. She had handed in her licence. Her husband drove an old V8 Falcon, but he was not ready to give up driving yet and although all the younger members of the extended family were dreaming about getting their hands on Grandpa's old Falcon, none of them were interested in Grandma's old Corolla. She was happy to sell it as long as bloke promised to not modify it, and maintain it as it is. Bloke did as agreed but went one step further. He collected a mob of stuff from around the era and even went to the trouble of having a period rego label made and other stickers and transfers to suit. The end result is just terrific.



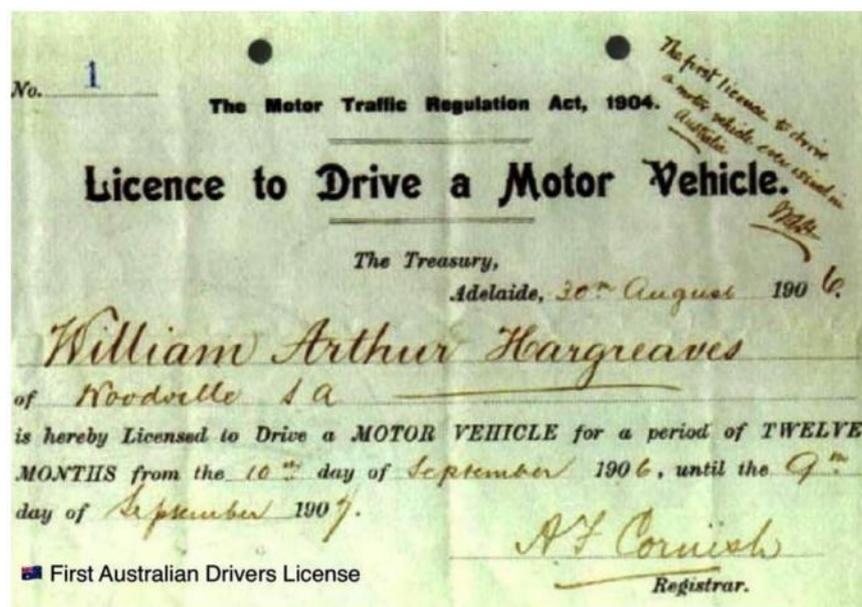
Look closely... It says "Corona" on the esky!

Early Driver Licences in Australia

SOUTH AUSTRALIA

South Australia was the first Australian State to pass a Motor traffic Regulation Act, doing so in 1904. This was followed by the first driver's licence in Australia, issued in Adelaide on 10 September 1906.

The recipient was Dr William Arthur Hargreaves, a chemist and government analyst, born on **29 October 1866** at Ipswich, Queensland. Hargreaves had moved to South Australia in 1899. Always interested in fuel sources, Hargreaves studied the problem of alternative fuels during both world wars and drove his car on a mixture of molasses and petrol at the end of World War I. Licence plates and drivers licences were introduced in Queensland, Victoria and New South Wales in 1910.



QUEENSLAND.

At the turn of the nineteenth century, Police Commissioner Parry-Okeden (1895-1903) regularly remonstrated against the inadequate control of metropolitan traffic, which contributed to the increasing number of police court hearings and frequent street injuries:

"The unsatisfactory position of the police in reference to the vehicular traffic within the metropolitan area is well known, and it would be an advantage to both police and public if matters could be so arranged that the police here could be endowed with the powers in relation to such traffic wielded by the police in other large cities."

The Brisbane Traffic Act, passed in 1895, required drivers and conductors of vehicles used for the conveyance of passengers or goods for hire to obtain licences from the Police Commissioners. The Act included cars used on tramways.

The Metropolitan Traffic Act was not placed under the control of the police until 1906 (Brisbane Traffic Act, 1905) when there were only two or three motorcars in Brisbane. One ran on kerosene fuel and, by order, had to carry a red flag in front of it when it was driven on the roadway. Within a decade the number of motor vehicles rapidly increased. In 1914, the average number of cars per hour at each busiest Brisbane intersection was near a 1000, specifically at Queen and George Streets – 1200; Queen and Albert Streets – 1000; Queen and Edward Streets – 900.

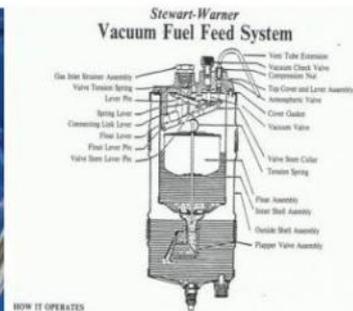
A licence for safer streets. The first Queensland Driver Licence was issued in 1910. It was prompted by the first recorded road fatality in the State, which occurred on the corner of Brookes and Wickham streets, Fortitude Valley (near the Brisbane Exhibition Grounds). A speeding vehicle struck down two women as they crossed the road to catch a tram. One of the women, Amelia Down, died in hospital the next day. It was later revealed that the driver was known to Brisbane police for his questionable driving skills. Public concern soon led to the introduction of driver testing and a system of licensing.

While in the other parts of Australia automobile drivers had to give proof of their ability, in Queensland there was no system of assessing potential drivers. After 1914, police did administer a driving test but only to persons driving public or hire vehicles.

Vacuum operated fuel pumps

Supposing you are one of those that have been puzzled as to how the old type of vacuum operated fuel pumps actually work, here is a quite simple explanation of it all. If you need a more in depth explanation check out the manufacturers handbook at <http://hudsonterraplane.com/tech/1927/StewartWarnerVacuumTank2-11-27.pdf>

This document will explain that if you are having problems it is unlikely to be caused by the fuel pump and that you should look elsewhere for the cause of your problems. It also explains that if desperation has overcome you, how to pull it to bits and put it back together again.



This was at one time the most common type of fuel pump, used on 95% of all cars. It is a Stewart Warner Vacuum Fuel System. It's divided into two chambers. The upper chamber is connected to a port on the engine's intake manifold from which it draws a vacuum. This vacuum is used to suck fuel from the tank into the upper chamber. When that chamber fills, a float valve shuts off the vacuum and allows the fuel to flow from the

upper chamber into a lower chamber from which it flows by gravity into the carburettor.

An innovative young bloke.

In the early 1970s when I was about 13 years old, I could not wait to drive and work on cars. I persuaded my Dad to teach me to drive my Mom's 1966 Mustang, and I was very eager to work on that car. One day when my parents were not home, I decided to change the oil and filter by myself. All went smoothly until it came time to add the new oil. The Mustang had a 289 V-8 and I could not find where to add the oil!

I looked everywhere and was stumped! I knew that I could call and ask the local Gulf station where my parents had their cars serviced, but I was too embarrassed and proud to do that! So I used common sense and rigged up a funnel and a piece of vinyl aquarium air line tubing and slowly, and I do mean very, very slowly, added the new oil via the dipstick hole! Shortly thereafter, I learned that you add oil to a 289 by removing the valve cover breather and pouring it into that hole. I wish I had known that then, but I still laugh when I think of how I solved the problem!

Mike in Pennsylvania

Extract from 'The Mail' Saturday 10 July 1926

Australia's First Motor Car – Mannum Manufacturer's Invention

Well known in South Australia as a manufacturer of farm implements, Mr David Shearer, of Mannum, River Murray, can claim to be Australia's first inventor of a motor car.

In the early nineties he designed and built a power-propelled vehicle, which, a few years later astonished all Adelaide as it chugged its way through the streets at 15 miles an hour. Special permission from the Mayor had to be obtained before the car could be driven through the streets.

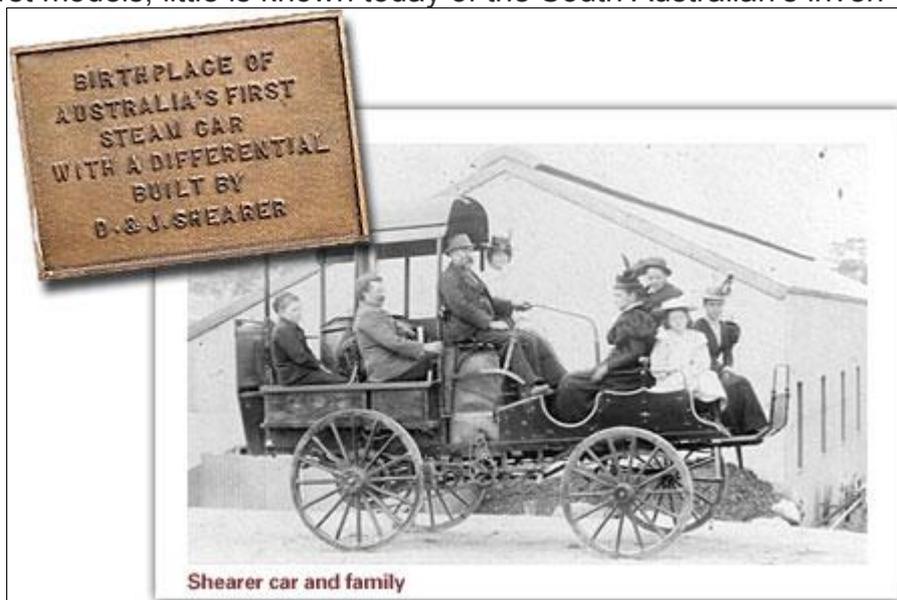
Designed 10 years before Henry Ford's first models, little is known today of the South Australian's invention, but farmers who lived a quarter of a century ago in and around Mannum remember how Mr Shearer worked day and night on his 'automobile' and they relate today to the younger generation how Mannum might have been the Detroit of Australia.

England's first car, which made its appearance two years after Mr Shearer's had a speed of 10 to 12 miles an hour, while the South Australian car actually travelled at 15 miles an hour.

In 1900, several years after the car had been running in and around Mannum, it was driven to Adelaide and exhibited in the Chamber of Manufactures Exhibition.

It careered around the city terraces at 15 miles an hour, by special permission of the Mayor, "but" says Mr Shearer, "the horses were not used to it and much profanity was directed at my head by the drivers of horse drawn vehicles".

After demonstrating to the farmers of his time that the horseless carriage was a possibility, Mr Shearer did not persist in his experiment and turned his attention to the manufacture of harvesters, strippers, harrows and ploughs, thus Australia was probably deprived of the all Australia motor car.



I Build Tiny Cars Out Of Old Fridges

I build tiny cars out of old fridges



Something else to check out on the net is this blokes museum in the states. This particular car looks like your run of the mill 49 Mercury, but if you look a bit closer the badge on the bonnet says "DWARF". The car is a miniature. It runs a Starlet motor. Entirely hand made too. And the bloke has built a shed full of small cars. Worth a look at

<https://www.facebook.com/watch/?v=189326949463721>

Like Comment Share

55K - 4.8K Comm

Well at the bottom there it states “from the Veteran Car in South Australia”. I pinched it from the Western Australian mob. Maybe thanks to both of em for spreading it around.

The Duties of a Motor Driver c1906

The following Rules are some taken from a **Napier** car manual as expounded by S.F. Edge, when twelve such rules were given for the benefit of chauffeurs (well over a century ago)

- Rule 1 The chauffeur to commence his duties at 7am and the time from this hour until 8:30am to be reserved solely for cleaning and general overhauling of the car
- Rule 2 At 8:30am the Chauffeur must call for his orders for the morning.
- Rule 3 The car and mechanism to be kept scrupulously clean.
- Rule 4 Any negligence in the upkeep of the car which may tend to jeopardize the safety of the occupants when driving will be looked on as an UNPARDONABLE offence and will render the driver liable to INSTANT DISMISSAL.
- Rule 5 It is to be clearly understood that when driving a lady, the car is not to exceed 15mph under any circumstances whatsoever, and in the streets of a town or other place where there is traffic, the speed should not exceed 7 or 8mph, and less according to circumstances.
- Rule 6 Smoking is prohibited while cleaning or working on the car
- Rule 7 No so-called improvements or alterations are to be made to the working parts of the car without express authority.
- Rule 8 The car must never be put away at night without being cleaned.
- Rule 9 When driving the car, every action should be gentle and not sudden, and corners should be taken slowly. Use the brakes as little as possible. Clutch to be kept well oiled.
- Rule 10 A thorough examination should be made weekly by the Chauffeur to see that all nuts and bolts are tight and securely fastened.
- Rule 11 Care should be taken that every moving joint is lubricated, directly before taking the car for a run. Such joints as radius rod ends, spring shackles, clutch actuating gear, etc. etc. also hub caps and all grease cups should be attended to.
- Rule 12 Petrol must only be poured into tanks when car is outside the coach-house, as close proximity of the gas jet to car with full tanks would be a danger should this rule be overlooked.

From the Veteran Car in South Australia.

Remember the days when we had open speed limits here in the Territory? Life was pretty cruisy. But spare a thought for those unfortunates that lived in WA back in the olden days. Here is a page from their statute books...

THE TRAFFIC ACT, 1919-26. SPEED LIMITS.

It is hereby notified, for public information, that "The Traffic Act, 1919-26," provides:—

Sec. 26. (1). If any person drives a vehicle on a road recklessly or negligently, or at a speed or in a manner which is dangerous to the public, having regard to all the circumstances of the case, including the nature, condition, and use of the road and to the amount of traffic which actually is at the time, or which might reasonably be expected to be, on the road, that person shall be guilty of an offence under this Act.

PENALTY:— FOR A FIRST OFFENCE, TWENTY POUNDS; FOR ANY SUBSEQUENT OFFENCE, FIFTY POUNDS, OR IMPRISONMENT FOR THREE MONTHS.

REGULATIONS published in the "Government Gazette" on 1st June, 1928, provide many important restrictions of which the following are extracts:— FOR ALL VEHICLES.

61. The driver of any vehicle shall, when approaching the intersection or junction of any road and before turning the corner of a road, and at all other times whenever necessary, **slow down** and give audible and sufficient warning of the approach or position of such vehicle by sounding a horn or other instrument.

87. (1.) No person shall drive a vehicle on a road—

- (a) when passing a school or hospital, turning a corner, crossing road intersections, or crossing a bridge, at a speed exceeding 15 miles per hour; or
- (b) within the City Block, Perth, or the Town Block, Fremantle, or on the main thoroughfare of any other municipal district or town, at a speed exceeding 20 miles per hour; or
- (c) elsewhere within the Metropolitan Area, or a municipal district or town, at a speed exceeding 25 miles per hour.

88. No person shall ride, or drive any animal or vehicle on, over, or along any bridge within the Metropolitan Area except under the following restrictions:—

- (a) All vehicles, which with load exceed two tons in weight, are restricted to a speed not exceeding six miles per hour.
- (b) All animals led or driven, except when attached to vehicles, are restricted to a speed of not exceeding five miles per hour.
- (c) All animals driven in mobs, droves, or other numbers are restricted to a speed of not exceeding six miles per hour.

FOR MOTOR VEHICLES.

87. (2.) No person shall drive a motor wagon, traction engine, or trailer on any road wheresoever situated at a speed exceeding the following limit:—

- (a) If such vehicle is fitted with solid rubber tyres the speed shall not exceed 12 miles per hour for a vehicle of not exceeding 60 power load weights, or 10 miles per hour for a vehicle exceeding 60 power load weights.
- (b) If such vehicle is fitted with iron or steel tyres the speed shall not exceed eight miles per hour.
- (c) If such vehicle is fitted wholly with pneumatic tyres and is of not exceeding 60 power load weights the speed shall not exceed 20 miles per hour.
- (d) If such vehicle is fitted wholly with pneumatic tyres but exceeds 60 power load weights, the speed shall not exceed 15 miles per hour.

FOR MOTOR OMNIBUSES.

87. (3.) No person shall drive a motor omnibus in breach of Paragraph (1) of this Regulation, or on any road, wheresoever situated, at a speed exceeding the following limit:—

- (a) If such vehicle is fitted with all pneumatic tyres, the speed shall not exceed 25 miles per hour.
- (b) If such vehicle is fitted with other than all pneumatic tyres, the speed shall not exceed 20 miles per hour.

The public are advised to obtain a copy of the complete Traffic Regulations from the Local Authority.

BY ORDER,

C. A. MUNT, Under Secretary for Works and Labour.

Stuff on the net

I often hear people describing some modern drivers as morons and suggesting others found their licence in a cornflakes packet. Well these statements are probably true but this link is to an article that shows that in the motor crash department things haven't changed a lot in 100 years.

<https://www.dailymail.co.uk/news/article-2154369/Crash-bang-wallop-Fascinating-photos-capture-thrills--spills-golden-age-American-motoring.html>



Taken in 1934, this photograph shows a truck balancing on a bridge in Dorchester by just one wheel. Workers from the Walter Baker & Co chocolate factory rushed out of the building in the background to watch



Maybe something a bit more gentle appeals to you. Here is a link to some info about the Baker electric car. Toyota and Tesla seem to think they have come up with a new idea in cars powered with batteries but they have been around for a lot longer than many think. This is a pretty neat little car too!

https://www.uniquecarsandparts.com.au/lost_marques_baker

And Jay Leno has one. This interview rabbits along for a few minutes before it gets to the Baker, but it's worth watching right through.

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



Need to get some bits chromed on your old car?

I sent mine to Early Plastic Chroming in Vic.
The best I can say is to advise you to send your parts someplace else.

Sankey wheels

21inch 5 stud. Wanted one or more.

Alan 0428672157

1981 Moke Californian 998 cc

Galvanised body
4 Seater (has 4 seat compliance plate)
Power assisted brakes
Disc front - Drum rear
Powder coated Sunrasia wheels
Powder coated bull bar and roll bar
Tidy body but could use a respray
Drop down hood
\$21000
Patricia or Ian 0434 94 7253 ipjlea@hotmail.com



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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

XS650 YAMAHAS

1974 Yamaha XS (TX650A)

David Bird hard tail conversion kit from the USA, professionally installed in 2013

1975 Yamaha XS650B

American import (arrived in Australia 2011 from Michigan)

All original paintwork and components

Boxes of new and used parts.

Spare panels, fuel tank (and sides)

The rear end of the Bobber (includes guard, chin guard, brake light, indicators etc)

Standard exhaust Mufflers in excellent condition

Set of performance carburetors.

\$15,200 for both including stacks of spare parts

Contact 0401117977



1963 Falcon Futura

The prettiest Falcon they ever made.
89000 miles.

Unrestored and in original lovely condition. Very driveable. Airconditioned. This was the upmarket model of the day and is dripping with chrome inside and out. Comes with the original wheels and covers.

\$40000 or offers

Ted 89886049



Jowett Javelin Deluxe 1949

Good condition, good leather upholstery, roadworthy and registered.

Spares with the car.

Radiator is 2 cored, (1 core not enough when heat is on).

Brakes overhauled

Starter motor out and looked at, then reinstalled.

All auto electrics working.

Both manuals and spare parts book

A very helpful Jowett club down south.

A chance to own something a bit different.

\$6500

Terry 0418829366



Rally to the END



SUN MAY 2ND

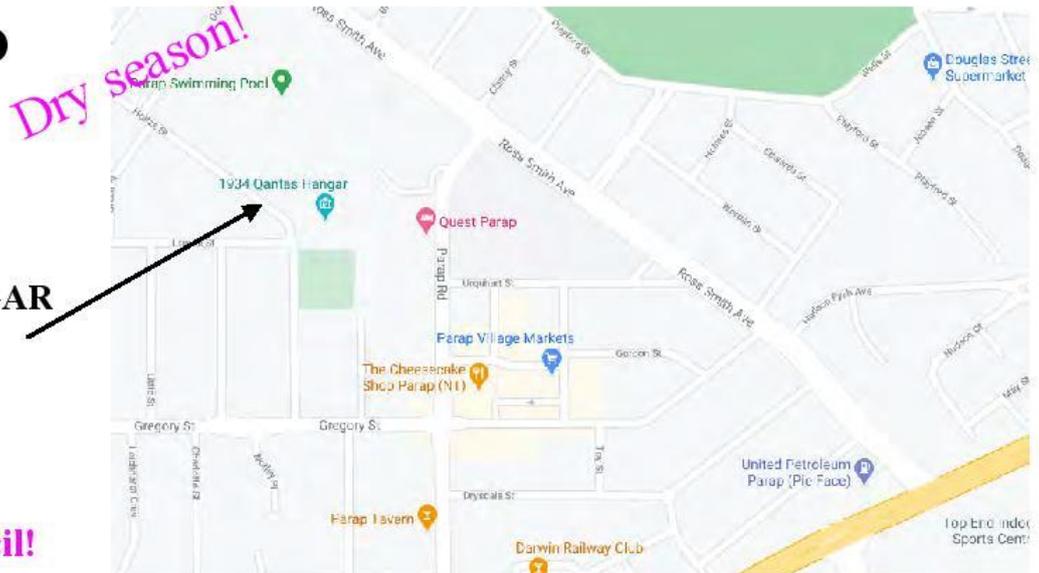
9AM START

At:

**OLD QANTAS HANGAR
22 MACDONALD ST
PARAP**

ENTRY FREE

Bring a pen or pencil!



Where is the end? You will have to come along to find out.

The start is at the old QANTAS hangar

SUN May 2nd, 9am start.

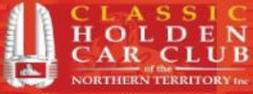
Absolutely anyone welcome to enter. No entry fee.

Prize for the winners. Scoring is rigged to give older cars an advantage. Speed is not an advantage. Skillful driving is.

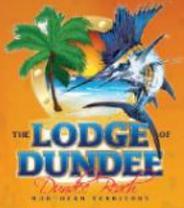
Event will navigate around greater Darwin area collecting information along the way and will finish up at a park for lunch with the odd driving test on the way.

Bring your own picnic lunch and chairs.

Enquiries: Ted 89886049



**THE CLASSIC HOLDEN CAR CLUB NT
& THE LODGE OF DUNDEE PRESENT**



The 4th Annual... **DUNDEE SHOW 'N SHINE**



**WANT TO ENTER YOUR OWN
VEHICLE? IT'S JUST \$5!**

**MEET AT BAKEWELL SHOPPING
CENTRE AT 10AM FOR A
10.30AM DEPARTURE**

**ALL FUNDS RAISED GO TO THE NT
VOLUNTEER COAST GUARD
CHARITY RAFFLES - ALL DAY DINING**

SUNDAY 18TH APRIL 2021

**SHOW & SHINE @12NOON
PRESENTATION @ 2PM**





Les Wilson

6th of April 2021

*The President, Committee, and Members
of the Motor Vehicle Enthusiasts Club
extend our deepest sympathy to Marilyn
and family on the sad passing of our
committee member and friend Les.*

In memory of LES Wilson. This article appeared in Transmission in 2007.

Trucks Trucks & more Trucks

Most of us motoring enthusiasts seem to associate with collections of cars. Recently there was a Sunday brunch organised to coincide with a visit to Les Wilson's to check out his truck collection. To me this sounded like something a bit different and I looked forward to the visit. Unfortunately circumstances prevented it from happening so I found a different reason to visit Les but I soon realised the scope of his collection means this report is just an introduction and there will be a more in depth one at a later date.

I was steered in the direction of Les Wilson as I recently acquired a 1928 Dodge Standard 6 sedan and it just happened that Les had the remains of one he wanted to get rid of. I Realised that when parts are available for these old cars you should never pass up an opportunity so I rolled into Les' driveway....Straight away I knew I was in friendly territory as there was a large trailer loaded with all sorts of good stuff, all from seriously vintage cars. Just behind that were a couple of old trucks silently resting in the shade of a tree. I hadn't reached

the gate yet! Beyond the gate was an avenue of rusty relics with a blitz truck guarding them. In amongst them was the reason for my visit, the 28 Dodge.

Les explained that this car came from a lady, Nancy Polishuk, the author of the book "Life on the Daly River" and is the very car they bogged on their way to Daly River in the nineteen fifties with all their worldly possessions and got stuck due to an early wet season storm. The car was bogged till the next dry season! If you haven't read the

book , go get it from the library or a rerelease from the book shop, it's really good reading about the territory in the fifties. Back to Les Wilson's place.

Once I had absorbed the rusting relics and found time to turn around there was the largest undercover area chock full of trucks you could imagine. They seemed to go on forever. Actually they aren't all trucks, there are some cars amongst them. Les says he is starting to



Nancy Polishuk drove this 1928 Dodge to Daly River about 1955



'34 Inter still runs after 50 yrs idle.

clean the place up and all will look better in a short while.

I assure all you readers that the place sure looks pretty good to me right now. Amongst the first row there are a couple of spaces. The normal occupiers of these spots are at the Darwin wharf starring in the movie with that lady we all love, Nicole Kidman. So Les has movie star trucks as well

There are about 15 trucks here. About fifteen cars too. Most of them have come from down south somewhere. Les built a triaxle trailer which tows beaut behind his Landcruiser. He just goes down and trailers them back. No worries! One of Les' favourites is a 1934 C40 International from Burra

in SA which is up in the wheat country. It had been sitting around for 50 years in a shed when the spot it had occupied was wanted for something else and was turfed out into the paddock. Lucky it wasn't there for long before Les travelled down, bought it and trailered it home.

Once off the trailer he couldn't resist sticking some petrol in it and a battery. It fired up no worries and idled perfectly with absolutely no work at all. Not bad eh! There is even a die cast model on the front seat showing how it looked new. On the door of the miniature it states "Wilson's Grain & food".

This truck shares a large shed with some cars including a mint EH and a Statesman. Next door is a 1946 vintage light truck which Les got as a basket case from Rene, a past treasurer of this club. The catch is the basket is a pile of parts from various models so it is not just a construction kit, but a mixture of several jig-saw puzzles. Never mind, it is running. To prove it Les drove it into the shed.



It was a basket case but it goes now



Les swapped an airconditioner for this International tow truck.

It is a beauty. The signage looks fairly normal but read it properly and you see "Despair Motors 2.4 hour towing, Anywhere, Anytime, Maybe."

Its not all trucks and showroom cars. This little Morris needs a polish and new plugs.

