

No 161

# Motor Vehicle Enthusiasts Club



JUNE 2024

# TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222. PO Box 994 Parap 0804 Newsletter enquiries to Ted [longtelescope@gmail.com](mailto:longtelescope@gmail.com) or 08 89886049

## Buick Country

I was visiting a friend in South Australia that was into old cars, especially Buicks. As I was driving into the yard another bloke was driving out. I remarked to him that if he had been visiting this address he was probably an old car lover. He replied in the affirmative and when I asked what he had. A couple of Buicks was the reply. I asked if I could come and have a look later on. No probs, and a few hours later I was at his gate. He was there to meet me and I didn't really have time to scan the surroundings. We went straight to the closest shed right next to the house.

Ian was his name and he was the master of filling up a shed with good stuff, mostly cars. And to fit more cars in, he had one up on a hoist so there was room for another underneath.

The first car I was introduced to was a 1963 Dodge Phoenix. A mates parents had bought it new. They

*1951 Buick Straight Eight.*

*Note the ports in the sides of the front guards.*





*More of the Straight Eight and an explanation of the ports mentioned.*

*The idea for VentiPorts grew out of a modification Buick styling chief Ned Nickles had added to his own 1948 Roadmaster. He had installed four amber lights on each side of his car's hood wired to the distributor to flash on and off as each cylinder fired, simulating the flames from the exhaust stack of a fighter airplane. Combined with the bombsight mascot, VentiPorts put the driver in the control of an imaginary fighter airplane. Upon seeing this, Buick chief Harlow Curtice was so delighted that he ordered that (non-lighting) VentiPorts be installed on all 1949 Buicks, with the number of VentiPorts (three or four) corresponding to the relative displacement of the straight-eight engine installed.*

had gone into the dealer in Adelaide and requested a blue one, where the dealer had informed them that blue is not a colour that is available. So as they walked out they remarked they would buy a Chev instead. That evening they received a phone call to say they would paint five of em.

Ian has used it for years and it still runs fine and the interior is still as it was originally but the outside is getting shabby and it is at present getting prepared for some new paint. It still has its 1963 numberplates. Then there was the most beautiful 1951 Buick Straight Eight. It has been restored to brand new condition. Ian didn't do the restoration, it had changed hands a couple of times since the owner that had had the restoration done on his behalf. When Ian bought it, it had been 30 years since the resto Job and it still looks brand



new today. That job, 30 years ago had cost \$30,000, it even had new glass in the windows. Imagine what that would cost today.

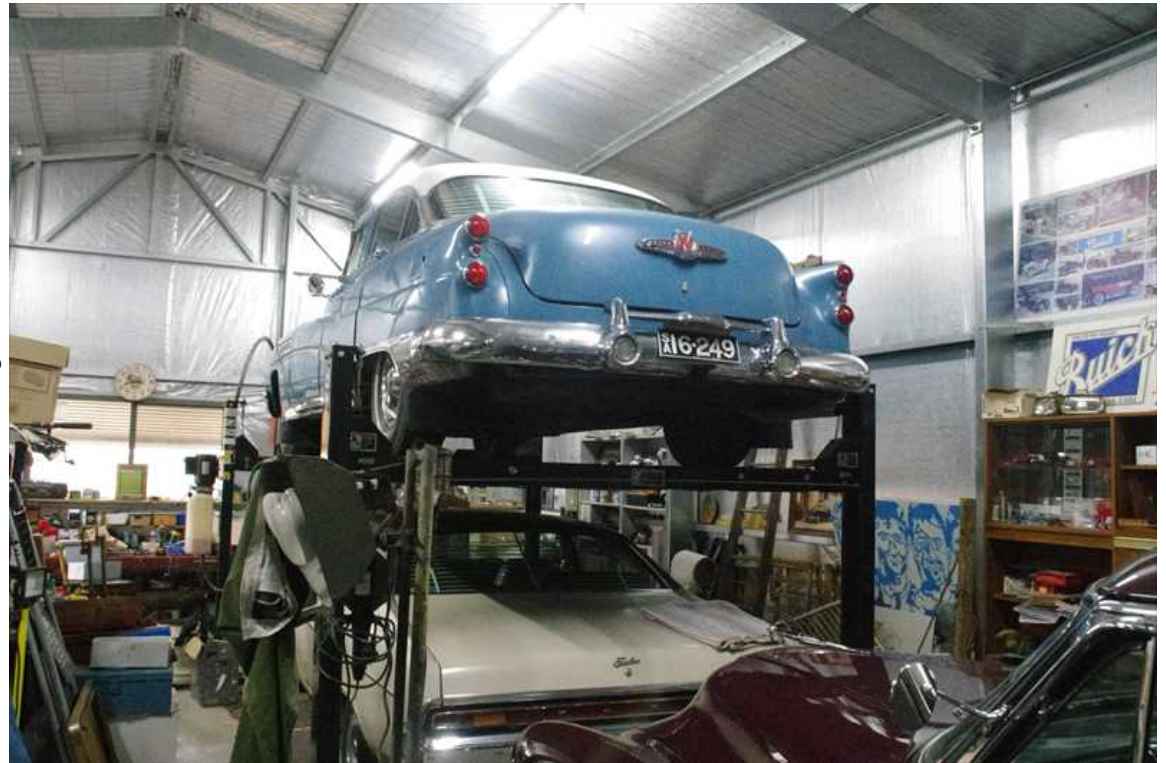
Up on the hoist (not there because it needs work) is a 1953 Buick Roadmaster. This is one of the first models to have a V8 engine. The capacity didn't change much, just the layout front a straight to a V formation and 100ml increase in displacement gave it a 10% increase in power output. This was also known as the anniversary model and the emblem on the steering wheel hub is of a 1903 Buick. Ian has owned this car for 40 years. Beneath the hoist is a 1973 Fairlane Marquis that has been in the family since 1976. It towed their caravan to Cairns and back in style, and it did such a good job that it has towed many a Buick back to this address. As you will see as you get into this story, this car has brought a *lot* of Buicks home.

Naturally in a shed like this there is all sorts of signs and stuff adorning the walls and shelves stacked with parts, most of the stuff is orientated around Buicks.

The one item that stands out as different is a 1930 Chrysler model 66. The engine is all done up but it is a long way off being ready for use.

And so we leave this shed to go into the garage which is part of the house. What do you think might be in there? You guessed it. Another Buick. 1946. But this one is owned by a friend.

Now we head out across the yard and on the way you notice there is an old Buick under every tree, and quite a few out in the open too. Plus there are more sheds, naturally they contain more old Buicks...Some of these cars are quite straight and are quite ok be driven, although the paint is a bit shabby. One in particular is severely rusty, but Ian brought it home as it has a good diff. Another one, he had seen sitting around in someone's front yard in suburban Adelaide. It had had the engine removed and sat around until someone bought it, put a Holden motor in it and entered it in the demolition derby at Rowley Park Speedway. It didn't last long in the demo derby but there is always some good bits left that you can use when you are maintaining an old car. And that pretty well explains why there are so many old Buicks around here. You never know what bits you might need and bringing them home is a lot better than having them go to the scrappy. So for the rest of the story, I let the photos tell it.





*1963 Dodge Phoenix, Phillishave model, is in the process of getting painted. Still has it's original plates.*



*Stuff around the walls is mostly Buick. The hubcaps with the big V are the original V8 ones. The other denotes a straight Eight. Lights in the shelves are all Buick.*



*The odd bod in this shed is the 1930 Chrysler model 66. The engine has been reconditioned, the rest has a long way to go.*





*Another perfectly smicko Straight Eight in his garage. This one doesn't actually belong to Ian yet. He is just storing it for a mate.*

*It is when you walk across the yard you start to get an idea. The more you look around , the more Buicks you notice. Don't be distracted by the Morris 1100, look past it and see the Buicks.*





*Into the next shed. Buick parts hang from the roof and the floor. Not to mention a very straight unmolested complete Straight Eight. Even the insides are nice.*

*And I didn't even notice the old petrol Bowser when I was there.*





*Another very useable example.*



*A Fairlane. An imposter. But a lot of these cars were brought here on a trailer towed by the Fairlane.*



*Another shed, more Buicks, more parts.*





*In the pics, apart from the cars in the sheds, I have done my best to not show a photo of the same car twice. I am also certain I didn't get a photo of every single car. Some of em are just too hard to get at. You should get the idea there are a lot of Buicks here.*



*The demo derby car. Still has nice instruments.*





*Two pics of a Buick cut down to be a ute. Looks remarkably like an FJ on steroids,*



*The good stuff didn't necessarily have to be Buick.*

*The water in this household comes from a bore. To get the water from the depths is a vintage Kaesler pump jack made nearby in Hahndorf, driven by the venerable Lister single cylinder engine. Starts and runs a treat!*



**Commos beware!...**

Every year the Aviation Heritage Society have an open cockpit day. Entry is via a small donation and all the proceeds go to Legacy. MVEC are involved as the club cooks and sells snag sandwiches and donates the proceeds to the aviation people to go in the kitty to Legacy.

There is also a good display of club cars and motorbikes in the yard, but the really neat thing about the day is the open cockpit part of it. You get to sit in the planes. As a kid I dreamed of being in a Sable Jet Fighter going ack ack ack! cop that you Commie bastard! And so at a more mature age I was able to do just that, and then I could do the same in an F111 and then in an FA18 Hornet.

Hornet.

Ahhh life is good.

*Yours truly about to climb into the FA18 Hornet.*



*How about a Sabre Jet Fighter! Its a bit dwarfed under the wing of the B52.*



*Mebbe a F111 or perhaps a helicopter gunship. There was all sorts of stuff to play in.*

## How to Finnish a Tesla

The story to the right blatantly stolen from the EarlyAuto newsletter from WA, reminded me of a story I blundered across some time back regarding a bloke in Finland that was pissed off with his Tesla, so he decide to blow it up with big mobs of dynamite. Interviewed after the explosion, he reckoned it was a lot more fun blowing it up than driving it. You can still see the full video on You Tube.

There are a few different videos of the same event, but this one has a bit of explanation in it and interviews the owner....[https://www.youtube.com/watch?v=7\\_9aVzf5fC4](https://www.youtube.com/watch?v=7_9aVzf5fC4)

And you can watch the full video of torching the Mercedes AMG too. Inspirational stuff if you have too much money. Its all in Russian but there is not much talking, I think the movie tells the story. He could be an Aussie too... He likes his snags burnt.

<https://www.youtube.com/watch?v=TVCWKa1mbkE>



## BBQ MERCEDES

by Bill Buys

'INFLUENCER' is a term that often pops up in the news these days and refers to people in social media who have built a reputation for their expertise on a specific topic.

They make regular posts about that topic and generate large followings of enthusiastic people who pay close attention to their views.

The Influencer Marketing Hub says 'brands love social media influencers because they can create trends and encourage their followers to buy products they promote.'

Mikhail Litvin is a Russian influencer with close on 5 million subscribers on YouTube, but his latest post might not persuade many of his followers to copy his action.

And the makers and marketers of the particular brand involved will not be happy.

Mikhail has detailed the problems he's been having with his Mercedes-AMG GT 63 S 4Matic+, which he bought in 2019 for the equivalent of €143,000, which translates to about \$238,000 Australian, or a several wheelbarrow loads of roubles.

Now that kind of cash should give you a car you'd love, but such was not the case with Mr Litvin.

He said that since he

bought it, he had covered only 15,000km and had it back in the dealer's workshop four times.

Every time, the dealership reluctantly offered to cover the repairs, but returned the car without fixing the problem.

He also said that at one point, he was forced to take it to a friend's shop because the dealer was refusing service.

That was when he found out that the dealership had used aftermarket parts for a previous job, instead of genuine Mercedes ones.



He had a think about it, figured he was spending more on fixing the Mercedes than it was worth, so with a heavy heart, he decided to burn it to the ground.

Car trashing, apparently, is a thing in Russia.

Whether they do it for clout or genuinely because they're upset about the vehicle, or for both reasons, influencers there have found it an effective way of offering escapism to their followers and are constantly trying to top one another in coming up with bizarre ways of destroying their



expensive rides.

In the video, Litvin piles on the drama like a Hollywood star: he's huffing and puffing as he's taking the fuel cans out of the boot, and even tries to do an over-the-shoulder throw of his lighter to start the fire on the damp grass.

However, he claims his gesture was in earnest: sick with the way the Mercedes dealership treated him, he figured it was better to burn the luxury car than advertise for them by driving it.

He says he's not happy about how this turned out but we assume those monetised clicks from the viral video (it attracted more than 8 million viewers) would help a lot.

He's not a wasteful chap though.

He used the fire to fry some sausages, which he consumed. But the near-cremated fare proved Mikhail had no chance of getting an offer from Russian MasterChef.



That leaves the burning question: what next from this 'influencer.?'

From Museum Musings. WA motor museum.

### **A day Frank Manley will never forget...**

Frank Manley may not be a household name. In fact, most readers may never have heard of Frank and his faithful HQ GTS Monaro. But his story is one of the most incredible life-and-death stories you could ever imagine, and it features a classic Aussie muscle car.

On the 5th of January 1975, Frank and his family were enjoying a Sunday drive in suburban Hobart, Tasmania. Cruising along the Derwent River was the cargo ship, Lake Illawarra, about to deliver its load to a local industry. During this cruise, however, the ship lost control and crashed into the pylons that supported the bridge; destabilising the foundation and resulting in a large segment of the bridge collapsing into the river, taking the ship with it.

Travelling along the bridge at that exact moment was the Manley family, where wife and mum Sylvia noticed the street lights disappear in front of their car. She screamed at Frank to stop, who reacted as quickly as possible. The car slid towards the gap in the bridge, coming to a stop with the front wheels hanging over the edge of the broken structure. Precariously they sat - but for only a moment - before slowly and carefully escaping from the car. Frank was the last to leave the car, exiting from the driver's door. "All I could see was the swirling water below" recalls Frank.

According to Frank, the only thing that stopped the car from tipping



over the edge was the casing of the automatic transmission, which grinded and gripped into the surface of the bridge. "If it was a four-speed manual, we'd have all died!" he joked. It was only when they were evacuated from the bridge Frank found out why it gave way in the first place. "I spoke to the police on scene - they were the ones that told me about the ship," explained Frank.

Also featuring in the photos is a FB Holden station wagon, which was actually pushed to the edge by another car which hadn't stopped in time. "I remember seeing the brake lights of the FB," which also triggered Frank's reaction. "Another car ran up the back of it and nearly pushed it over the edge." The cars stayed balanced on the edge of the bridge until the following Tuesday, with plenty of locals snapping photographs of the unusual scene. Sadly, 12 people died in the accident, including seven crew members of the cargo ship and five passengers inside cars that fell into the river. Both the cargo ship and vehicles have never been recovered.

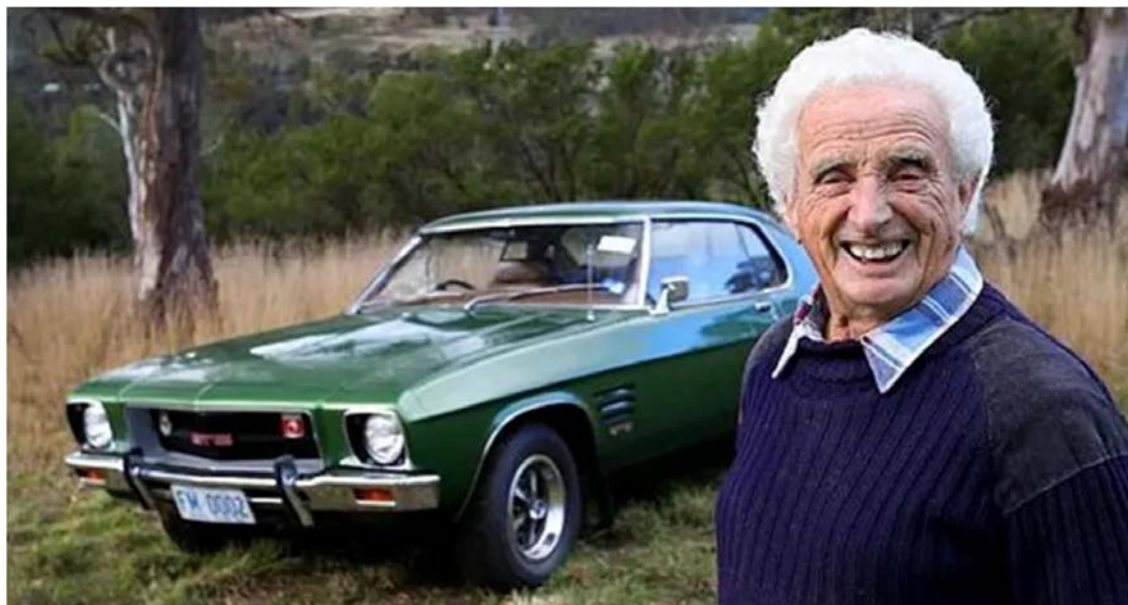
After the bridge was repaired and reopened in late 1977, Frank admits he was nervous the first time he drove back over the bridge. "It was a little nerve-wracking, but after all these years I've got no worries at all with it."

Frank still lives in Hobart with his HQ Monaro, which was bought new when he traded in his HT GTS Monaro (186s / four-speed) to upgrade. He loved the shape and looks of the HT, but got a great deal on his 308cid coupe and couldn't resist.

The car is an unrestored survivor, travelling only 128,000km since new. It is completely original (aside from the replaced transmission casing), though Frank did admit to replacing the tyres...38 years ago. The car now spends most of its time in the shed, though it has been on some long journeys over the years. "I took the Monaro to the Centenary of Motor Cars celebration in Canberra, ACT, in 1981, and also to Wangaratta for a national car show in the mid-2000s."

The car featured in newspapers and on TV during the reporting of the accident and is a regular at local car shows in and around Tasmania.

Frank and his family incredibly survived this unthinkable near-death experience, and are extremely lucky to live and tell the tale. The trusty HQ GTS Monaro is part of Australia's history, the image of the classic car perched on the edge of oblivion is one that is impossible to forget.



*Frank Manley with his unrestored HQ GTS Monaro.*

Editors note: When I read this story in Museum Musings it reminded me that the driver of the FB , Robin Tripp.

**When I read Frank Manley's story in Museum Musings it reminded me that the owner of the FB that is next to the HQ in the photos used to be a member of MVEC and I wrote an article about the FB back in Oct 2011 and I am reproducing it here.**

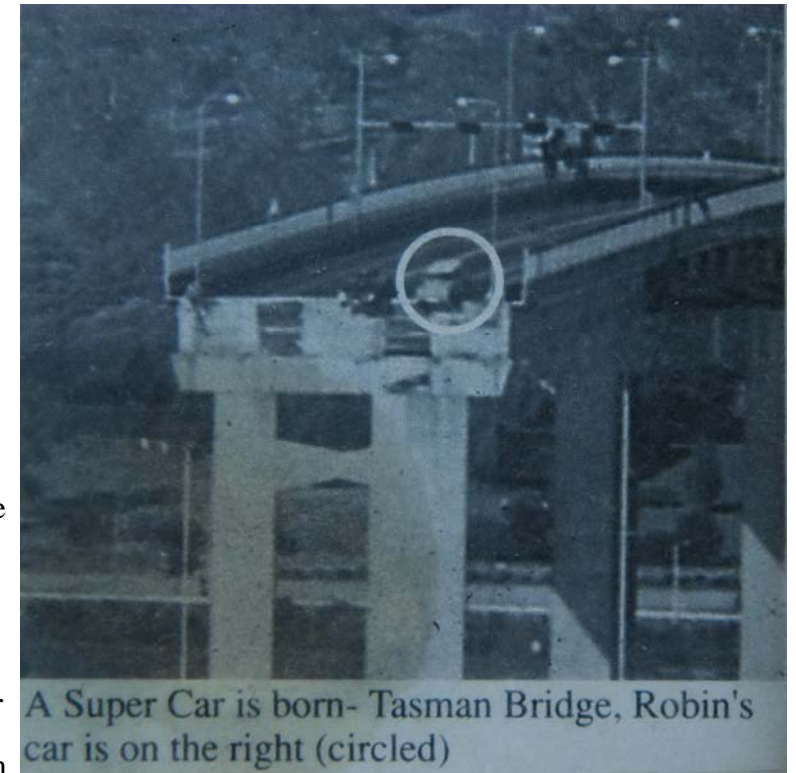
**Robin Tripp** is one car enthusiast who doesn't go running around buying cars willy nilly. You see he has only ever owned one car. He has owned it for quite a long time and the car itself has quite a story to tell...

It is a 1959 FB Holden built as a test car before the model was actually released. There are the odd little extra "things" around it that hints to it's history. Things like extra terminals on the voltage regulator where they could attach their instruments to record statistics on the electrical system. It also has coil springs on the rear. Unheard of for an early Holden. And a crash box, no synchro on any gears.

It was meant to have been in Sydney for the models release but somehow it didn't make it as the first registration was in January 1960 in Hobart. It's next claim to fame came on 5<sup>th</sup> Jan 1975 when a ship ran into the pylons holding up Hobart's Tasman bridge, which resulted in a large section of bridge disappearing just when the FB was crossing it. Some readers may recollect the newspaper photos at the time showing cars that had come to a halt with their front wheels hanging over the resulting precipice. This is one lucky car as the FB was one of them and it survived. It would have been fair enough if the driver had a heart attack, after all it was a fairly big drop. Maybe the owner reckoned he had used up his luck with that car as it was in this year that Robin bought it, and it hasn't been out of his sight since. After driving it all over Australia, in the 1980's he put it in a container and sent it to Europe and drove it all over there. He has a photo album full of colour prints showing the Holden in all the iconic places. Even cruising along next to the Berlin wall.

Robin used to live in Darwin but is based in Qld these days. You occasionally see him around Darwin on Holidays though. Naturally he drives the FB over and is still clocking up miles. The odometer has actually been round the clock 26 times . That's a heck of a lot of miles so you can understand the engine has been rebuilt a couple of times. It's so regular Robin knows when to plan for the next one. It gets a rebuild every 500,000 Kms, and it still has the original engine it came out of the factory with.

Robin is a windscreen fitter and back in the 1970's you couldn't buy a laminated windscreen for these cars. So he had 10 of them especially made. He has 2 left! The other thing that has been replaced is the paint. 35 years ago it was repainted the same colour as original, Colleen green with Sherwood green flashes.



*Newspaper clipping showing the lucky escape for the FB!*



*Below: The FB and the Tasman bridge after it had been repaired. That's a long way down out in the middle!*



*Left: Switzerland.  
Below The Berlin wall  
Photos: Robin*



*Recent pictures show the FB Holden is still remarkably original, especially considering this is also a daily driven vehicle. It still has a lot of miles left in it yet!*



This story was written over 12 years ago. The last time I saw Robin was probably before covid but he was still driving it to Darwin then. The big difference between the FB and the HQ is the FB is still getting driven everyday. Great!

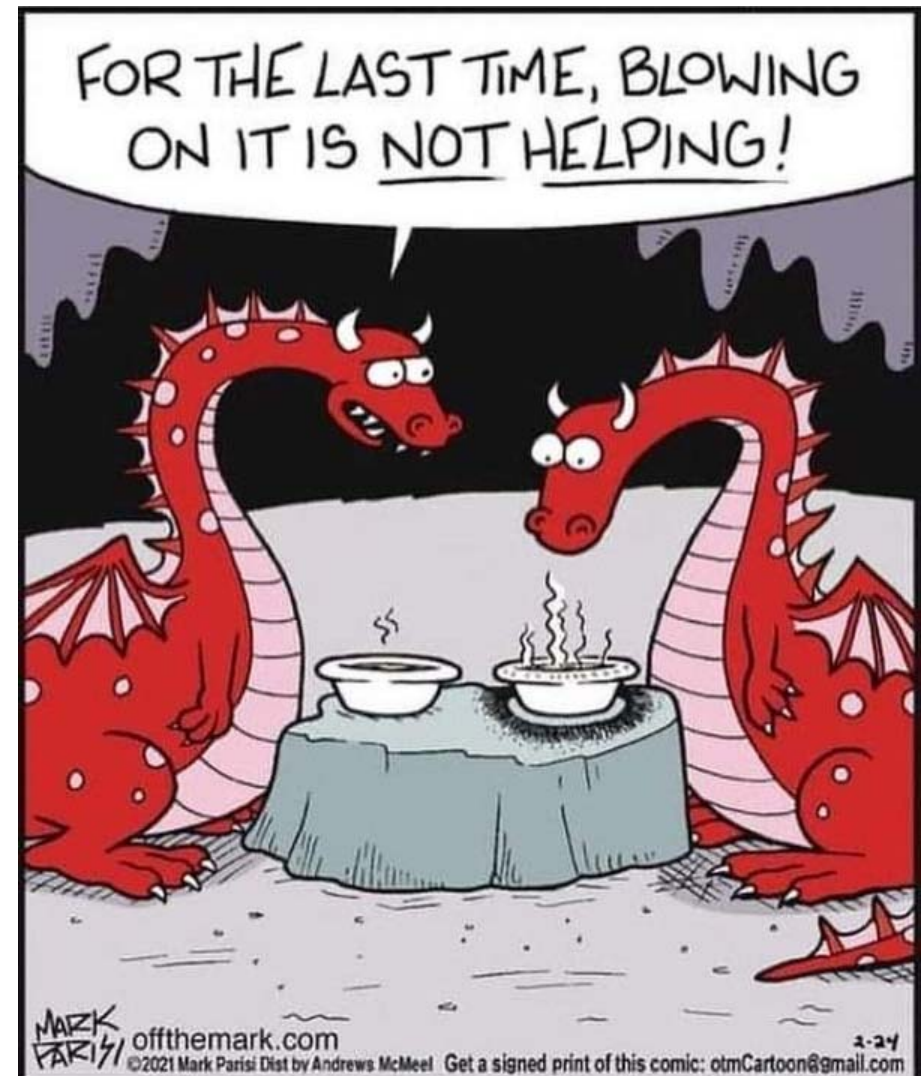
## Remember when oil came in cans?

Once upon a time, oil came in metal cans you had to pierce with a spout, so it was a surprise when I went to work at the filling station one day and they had motor oil in new plastic containers with a twist off cap. I wondered why no one had thought of it sooner. It was not long until I had a customer that asked me to check the oil. In the "good old days" we pumped gas, washed windshields and checked tire pressure upon request. The customer's car was low on oil and they requested a top up, so I got one of the new bottles of oil, twisted off the cap and put the neck of the container directly into the opening of the valve cover.

When I opened the bottle, I noticed it had a tamper proof cap, and the lower half twisted off while remaining on the bottle. When I pulled the bottle out of the valve cover, to my surprise, the lower half/plastic ring was gone! Where did it go? It had slipped off and fell into the valve cover. I sheepishly informed the customer that I could not see the plastic ring and would have to take off the valve cover to remove it. He was nice about it and gave me the go ahead so I pulled the car into the shop and proceeded to remove the cover. There were five of those rings in there! Apparently others had the same problem with the ring slipping off the bottle and either did not notice or did not say anything. The customer went away happy though.

Shortly after that, motor oil manufacturers seemed to revise their bottles so the ring stayed with the cap. I wondered why no one had thought of it sooner.

Mark in Illinois





From museum musings. Motor Museum of WA

## **History of the Automatic Transmission**

The inventor of the first automatic transmission (AT) was: Alfred Horner Munro. Alfred Horner Munro was Born in Regina, Saskatchewan's, Canada. He invented the first AT in 1921. It was called "Automatic Safety Transmission" (AST) and patented in 1923. Alfred Horner Munro was a steam engineer by trade. He designed it using air pressure rather than hydraulic fluid. This, however, created a huge lack of power. It did have 4 forward gear ratios, but no reverse or parking gear. General Motors sold the AST in three of their models between the years of 1937-1938; the Oldsmobile, Cadillac, and Buick as an upgrade option.

The inventors of the first hydraulic transmission were two Brazilians engineers: José Braz Araripe and Fernando Lehly Lemos. In 1940 General Motors bought the prototype and plans and introduced the first hydraulic transmission called the Hydra-Matic. They started production on the Hydra-Matic in 1940 to be sold as an option in the Oldsmobile line. This was the first AT to be mass-produced which changed the automotive industry.

During World War II automotive companies stopped building cars so they could focus on tanks and military vehicles. The tanks were equipped with the Hydra-Matic Transmission. Post war the demand for vehicles with the Hydra-Matic was high and 75% of General Motors cars sold came equipped with this option.

The torque converter

The first hydraulic transmission to have a torque converter was the Dynaflo, introduced by Buick in 1948. The Dynaflo only had two forward gears and reverse. With the torque converter multiplying torque and power it made the 2-speed very powerful and efficient for its time. Packard designed the 2-speed Ultramatic fully automatic transmission in 1949. The King of the hill was General Motor's Power Glide in 1950. The Power Glide is still used today in many ¼ mile racing cars as the king of automatic transmissions for race application (with some mods).

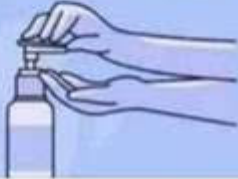
Borg Warner introduced the first automatic transmission with 3 speeds and the use of a lock-up torque converter. By the mid-1950's, almost all major car companies including Bentley, Lincoln, Ford and Studebaker purchased 3-speed automatic hydraulic transmissions from General Motors.

Overdrive

The Overdrive Transmission was introduced in the late 1970's (4-speed AT with a lock converter). It was more fuel efficient due to higher gear ratios at highway speed.

Today we have transmissions with up to 11-speed gear trains which incorporate the use of electronic control solenoids, variable speed sensors, and are computer controlled. The CVT Transmission is a hydraulic chain driven AT. We now also have front wheel drive, all-wheel drive, transaxles, transfer cases and 4x4 transmissions.

**Never in my whole  
life would  
I imagine my hands  
would consume  
more alcohol than  
my mouth!!**



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

### **Previous editions**

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



### **Is your car ancient?**

**FIVA** (the Fédération Internationale des Véhicules Anciens) is a worldwide non-profit organisation dedicated to the protection, preservation and promotion of historic vehicles. Established in 1966, it is active in more than 80 countries, representing millions of historic vehicle enthusiasts around the globe. Since 2017, FIVA has been a partner of UNESCO with consultative status, representing world motoring heritage and related culture.

### **But what is a historic vehicle?**

FIVA defines it as a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition, which is not used as means of daily transport and which is therefore part of our technical and cultural heritage. A youngtimer is a similar vehicle between 20 and 29 years old.

## 69 th Anniversary Rejex Classic Rally

The 69 th Anniversary 2024 Jake's Steel & Welding Rejex Classic Rally will be taking place on Picnic Day long weekend, Saturday 3 & Sunday 4 August 2024. Entries are open until 30 June.

For those of you not familiar with the event, the original 1955 Rejex Rally was reportedly held in response to the Redex Around Australia Trial missing Darwin in that year. So a group of Darwin-ites put together the cleverly named Rejex Rally and did a trip to Katherine for the horse racing. MVEC icon Leo Izod and his father competed in the 1924 Chevrolet purchased especially for the event.

In 1996 Leo and other MVEC members put on a 40 th Anniversary Event. For some years after there were dissenting views as to which anniversary should be celebrated in which year, and there were some inconsistencies in printing of shirts and stickers that didn't help matters. This is why shirts from 1997 show the 42 nd Anniversary, both 1998 and 1999 show 43 rd Anniversary, and 2001 has 45 th Anniversary. Things were corrected around 2002/2003 and the 50 th and 60 th Anniversary events were celebrated in 2005 and 2015 respectively.

The current form of the Rejex Classic Rally is designed for car enthusiasts of all ages and vehicles of all ages to get together, cruise and socialise, and enjoy some motoring-themed challenges. This includes navigational and treasure hunt activities, low speed driving tests, and diverse tasks such as simulating a 1950's style fuel service, driving a non-timed course without spilling a cup of water, or determining the minimum gap between two markers your car can fit through.

The Rejex Classic Rally is not a speed event. It is a family friendly outing to encourage participation, enjoying motoring, and celebrating a common love of cars. Having a diverse attendance of cars and people makes the Rejex the event it is meant to be. As it stands we have entries from vehicles from 1928 through to just one post-2000 vehicle. The average year of manufacture is presently 1974, so this year's event is on track to have good classic and vintage car representation.

To aid this a new entry option has been added for 2024. Everyone registered for the event will receive stickers for their, an event shirt, lunch & dinner on both days of the event and breakfast on Sunday. Persons who wish to register for all activities as in previous years can choose the "Competitor – Rejex Rally" option and take part in all driving tests and will require an MA licence to comply with our public liability insurance requirements, available at sign-on for \$30.

The new option for 2024 is "Attendee – Rejex Classic". This option has been introduced for anyone who wants to bring their vehicle on the Rejex Classic Rally, spectate at the driving challenges and join the social fun. Attendees will not be eligible for any awards and may not participate in driving tests, so won't need an MA licence. Route instructions will include details for the navigational challenge, so there will still be some activities to keep you busy on transport stages.

During transport stages we will be using public roads, so only persons with a valid NT or equivalent drivers licence may operate the vehicle at that time. All vehicles (including trailers) must have valid road registration. It is intended that all participating vehicles are driven throughout the event so as to use our vehicles for their intended purpose.

To address the elephant in the room of Club Registrations:

1. The Rejex Classic Rally has the word "Rally" in its name, but this is due to historic reasons and in the current context is better aligned with the definition "a mass meeting of people showing support for a cause".
2. Whilst there are competitive elements to the event, these are not speed activities. They are tests of driver ability, many of which can be compared with the tests required to get a driver's licence. During transport stages all drivers and vehicles are to follow the road rules at all times.
3. I have asked MVEC to endorse the 2024 Jake's Steel & Welding Rejex Classic Rally

as a club event. I hope to receive confirmation soon that this has been approved, as the purpose of the event is for car enthusiasts to come together and celebrate motoring. This should help further address any concerns about risking club registration.

I am eager to see MVEC members return to the Rejex this year in preparation for the 70 th Anniversary event in 2025. The Rejex Classic Rally is unique to the Top End and has a history closely linked with MVEC, so I would ask you to help celebrate this and encourage other owners of classic and vintage cars to join us, including members of other clubs.

This year's event will start in Darwin and travel to Batchelor to stay at Litchfield Outback Resort for the night of Saturday 3 August, and then returning north before going east out to The Bark Hut on Sunday 4 August. Event registration is \$160 per person and both accommodation venues have rooms on hold for Rejex participants and are offering special rates when you call and tell them why you are booking (don't book online).

The Rejex Classic Rally could not take place without the generous financial support of its sponsors. Even better is that the kind people behind these businesses have been involved with the Rejex for several years, and most are long time sponsors and competitors or volunteers.

Jake's Steel & Welding is returning as naming rights sponsor, and also supporting the event are D&T Aircraft Group, Airport Car Storage, Civscapes NT, Real Estate Central Projects, Mortgage Choice Darwin, and Gecko NT. Key people behind these businesses supports the Rejex because of their love for the event rather than for any promotional goals.

But I would ask you all to use and recommend these businesses to your friends and family whenever possible.

To register for the 2024 Jake's Steel & Welding Rejex Rally visit

<https://namsc.tidyhq.com/public/schedule/events/59759-2024-jake-s-steel-welding-rejex-classic-rally>.

Please contact me if you have any questions about the Rejex. I would love to speak with you about these so that you can register and join the fun.

Kind regards,

Adam Cullen

Event Director

2024 Jake's Steel & Welding Rejex Classic Rally

ancullen@yahoo.com.au

0407 232 099

Editor's note:

I have driven in the Rejex Rally more times than I can remember in cars as varied as an Mazda RX7 to a model T Ford. I always had a ball!