

Motor Vehicle Enthusiasts Club

DEC 2025

TRANSMISSION



Merry Christmas

No 170

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It may be a year ago, but it seems like just the other day that I last reported on the Bay to Birdwood in Sunny (Not!) SA, so I had decided not to write about it again. But I found my faithful navigator, Shirley, had penned a great write up in her diary. Here it is, verbatim, complete with her own selection of her own photos.

One kind photographer caught us near the start and placed this photo on Facebook.

Sunday 19th October

Wow, how to describe the Bay To Birdwood!

We'd dressed for the occasion in our vintage clothes to match our 1912 Buick, so we were ready to roll. We entered the park at 7:15 & parked in the lane allocated to us. We first went to look at the Amphi-car & it was absolutely beautifully restored. The owner was done up in the nautical



Left: A 1927 Standard

Right: A casual passenger in a Series 1 Landrover. No seatbelts needed in these old cars. Great!



paraphernalia & it was very well done. Ed went one way & I went another using my phone as a camera. Ed has his camera clicking & chatting away to car owners while I just snapped any car that looked interesting. I got 3 military jeeps in a row & one with a skeleton in the back, at least he had his pith hat on. There was several others that caught my eye & I chatted with the lady owner of a Ford Futura XL, white with red interior. Wow! just like the one we had. After Ed & I met at our Buick at 8AM, I told him about the XL so he took off to find it & have a chat too. He found it no worries. It was time to head out & the cars in front of us had left while our car stalled. The onlookers had a good chance to view Ed crank starting the Buick- it didn't start immediately but within a couple of cranks it was ticking over again & off we went. It was waves and smiles aplenty immediately we headed out onto the main road. A good crowd to see us on our way & when we got to the corner & turned into ANZAC Hwy it was amazing. People lined the street on the left as well as on the median strip. Families with little kids, mothers with prams, whole families, singles with dogs, young and old were all out in numbers. All to enjoy the 1600 cars on show.

Some spectators were in groups of car clubs as we passed- Mini Mokes, Jags, MG's, Minis, VW's, hot rods. All along the route, motor bikes & cars, classics in their own right were out for all to enjoy. Looked like there were as many on the sidelines as was in the cavalcade. Everyone was waving & smiling as they saw their favourites going past. As we drove up we'd get toasted with glasses of wine, clapped, people stood up as we passed, little kids jumped up and down as they pointed. There were people excited as we neared & then their eyes lit up as we went past. We thoroughly enjoyed being on the road surrounded by all these classic cars and bikes. We smiled & waved till it hurt. And then smiled and waved some more. We got up the hill with only one car stopped at a steep place & we lost our revs waiting to pass, which made it a slow hill climb, but the rest of the hills were no problem. Slow but sure.



Left: Nice 6 cylinder Torana.

Right: A 1970 Fiat campervan.



*1955 Austin A30
Don't they bring
back memories!*

We stopped at Gumeracha for the public toilets in the park & as we slowed & braked for the turn, our brakes must have grabbed as the tyres gave a bit of a squeal. The crowd lapped it up & they started cheering. When we went to leave the park, Ed had parked on the top of a slight slope so it was an easy rolling start which meant he didn't have to crank start.

There were still masses of onlookers lining the streets right up into the hills. We really enjoy the excitement of the crowd.

Upon arrival at Birdwood we were directed to our parking site & then took our chairs & picnic basket to set up in the shade of a very large tree & it being central to all the activities of the day. First up was a well earned cuppa then a perusal of the food vendors. We opted to share a Paella then topped off with an icecream. Very nice. We ate while a jazz band played some oldies in the distance. We chatted away to some folk throughout the day & all were like minded about enjoyment of the day with all the cars, bikes & all the amazing outfits people had put together as themes for their cars. There was a concourse section going on too. Ed went for a walk while I watched a fashion show of some of the entrants, both singles , families, and groups.





3 different ways of opening the bonnet: 1968 Jaguar from Victoria, 1977 BMW also from Vic and an E type Jaguar.



All too soon it was time to leave & as we got to the Buick lots of folk came up to talk & look at the car. It must have been another half an hour before we were on the road. It's always nice to get the kids to honk the horn or get into the driver's seat for a photo. All the way back down the hill there were still a few groups waving as everyone left Birdwood behind for another year. Somehow the trip back to the van park just wasn't the same. What a great day!

Editor's footnote: after parking the Buick up in the shed after the event I gave it a check over so that when we come back next September she will be all ready for some more trouble free motoring. Alas while adjusting the brakes I found some unwanted play in the rear wheel bearings. The car is now on stands with the complete diff assembly missing, but the real problem is that some previous owner has replaced the axle bearings with modern rollers, rolling directly on the 115 year old axles resulting in deep grooves in the axles which in turn have so far made it impossible to get the diff assembly apart. Some disgustingly destructive work is needed and is planned, but for the old bus to go again, it is necessary. I think the challenging nature of keeping these really old cars running is what makes it all worthwhile. At the very least I will have to manufacture 2 new axles, the worst case scenario will be to cut the axle housing in half with the dropsaw and weld it back together again. The good news is we have 9 months to have it running again.



Left: 1915 T Ford speedster.



Right: 1927 Chevrolet buckboard.



Some views along the way.



Goliath is a make I have never come across before.



Gumeracha. You have to look hard to see a modern car.



1957 GOLIATH 1100 Panel Van
A BORGWARD COMPANY

Goliath cars were built in Bremen, West Germany. From 1931 to 1956 all Goliaths were powered by 2-stroke engines of 1 or 2 cylinders. In 1957 the Goliath range was updated to a 4 cylinder 4-stroke with these features:-

- Horizontally opposed ("boxer") water cooled engine of 1100cc developing 40 horsepower
- 4 speed all synchromesh gearbox
- Transaxle front wheel drive
- Rack and pinion steering

They did not sell well due to Goliath's long-standing 2-stroke reputation. In mid-1958 the body was restyled and the name changed to **HANSA**, an earlier Borgward brand name. The "new" Hansa 1100 was well received and sold well until the demise of the Borgward Group in 1961.

This car is the only known surviving example out of the 54 Goliath 1100 panel vans that were built, and was sold new by Buckle Motors in Sydney. After sitting in a NSW paddock for over 30 years it has been restored by Fran and John Birrell.

BORGWARD CAR CLUB of AUSTRALIA

Below the text are four small photographs arranged in a 2x2 grid. The top-left photo shows the front of the van, which is heavily rusted. The top-right photo shows the interior of the van, which is also rusted. The bottom-left photo shows the engine compartment, which is covered in rust. The bottom-right photo shows the side of the van, which is also rusted.

Below the framed sign is a yellow license plate with the text "NSW BSE-612".

And now a bit from your regular editor.

As a kid from around this area I remember going to see this amphibious car, the “Amphicar” It charged down the boat ramp into the waters of the Patawalonga lake. The Pat wasn't so flash in those days and poned a bit but it was quite a sight to see this car going car-bloosh into the water and then boating around for a bit then driving back up the ramp. Tony Nassar's example isn't the car that I saw that day, but he tells me that very car had been severely rusted but has been restored to pristine somewhere in the eastern states. Captain Tony has brought his 1964 car over from NSW for the Bay to Birdwood and is probably disappointed there was no river section in the route.

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Bob Sellar

About ten years ago in Oct 2015 issue 101 of this publication, I wrote about Bob Sellar and his shed. It's always good to re visit good places and this time there were different things amongst the old treasures.

The speedster project that was then just a rolling chassis is complete. It didn't end up being a speedster, Bob describes it as a cross between a roadster and a speedster and I reckon you could add hotrod in the mix. It's all model T mechanically but of no particular year, just whatever was at hand. Bob has made all the panels and guards. Note in the photos of the very long bonnet with no visible hinges. Bobs design is a bit tricky, and the paintwork is impeccable. And the story of the engine is interesting: A bloke had done up the engine for his model T including fitting a model A crank. But the engine developed a knock that he could not sort out. He removed that engine and installed another. Then the shed burned down, The car was written off by insurance. But the motor with the knock survived as it was out of the car and later was sold to Bob cheap as it still supposedly had a mysterious knock. Bob diagnosed the knock as conrods contacting the edge of the block where it joins the sump, due to the model A crank being bigger. Easy fix, grind a little off the conrod and he had a reconditioned motor very cheap. But when he came to register the car the rego people pointed out that the engine number was in a car that had supposedly been destroyed. But they accepted the story that the owner hadn't notified them when he had changed engines and this engine wasn't part of the insurance claim, and they registered his car.

Bobs heritage as a plumber is evident in this shed too. The walls are adorned with antique toilet fittings. And I discovered that early porcelain toilet bowls did not have a trap built into them. The trap was made by the plumber installing it and was manufactured from lead. And with the old fashioned high level cast iron cistern, when you pulled the chain you actually caused the water to siphon down the pipe. There was no valve to leak like the modern cistern.

Even though I have written about the model T Town Car before I have to give it another brief plug, it is that impressive. The model T is pretty flash and is quite unique and has been called on as a limousine for biggest mobs of dignitaries. Apart from numerous mayors and politicians it has even conveyed Jac Nasser (President and CEO of Ford worldwide) and his wife. Jac rode up front with the chauffer, Bob, while Jac's wife sat in the back. But there was one function that Bob was not impressed with. He was teed up to take a bunch of dignitaries for a function to do with the opening of one of the universities in Adelaide.



The roadster/ speedster. Bob built every inch of the body and Guards.





Whether you are the driver out front or the lady passenger in the back, this is motoring at its highest level. I had a drive of this car once. Its just like driving a brand new car.



Did I mention the brand new model A ford in the foreground?



One of his passenger was to be Paul Keating, whom Bob disliked with a vengeance. (this was before he became prime minister)Bob had told the organiser that if Keating got in his car he would chuck him out the other door. But all was saved as the event was cancelled due to a wet day. By the way Bob has also reviewed his attitude towards Paul Keating.

But the latest addition to the fleet is a 1926 Morris Oxford. The previous owner had bought it in 1968 and with the help of his Dad had begun the job of making it nice again. The Dad was a mechanic and had no probs reconditioning the engine and the mechanicals. But the rest of the restoration had stalled many years ago in the mid 80's. It seems the preparation for the paintwork wasn't up to scratch and the new paint job had gone bad. The blokes enthusiasm for the job evaporated at this stage and the car sat in various sheds until 2023. The bloke had moved house several times from Adelaide rural to Mt Gambier and back to south of Adelaide but he always took the Morris with him and managed to keep the it wrapped up in a shed.

Bob had never bought himself a birthday present and decided it was high time he did. The bloke who had owned

Like everything else in these sheds, the Morris is immaculate.





the car since 1960's was a mate and bob had had his eye on it. He asked the blokes wife if she reckoned he might sell it. He would, to you, she replied, as you would finish the job. So Bob asked him. \$12000 he wanted. A bit steep, Bob replied, how about \$9000, and he accepted. Bob came up with that amount as back in the seventies mate had spent about \$3000 on it, so with a bit of thought reckoned that amount would come to about \$9000 in today's money. Later on mate let on he would've taken \$8000, Bob admitted he would've paid \$10000, so all was good. The present was for Bob's 80th and it took him about 18 months to finish the job. He finished and got it registered the day before mates 81st and he took mate for a ride in it on mates 81st Birthday. During those 18 months Bob removed the body and started the paint job from scratch. It had been a buckboard back before 1968 but mate had built the rear half that resides there now. Bob had to modify a set of mudguards to fit and do all the brakes and wheels and a million small jobs that involved finding, scrounging or making all those little bits that make a car. The paintwork happened on a fine day under the verandah of his shed. Bob is pretty handy with a spraygun too. The paintwork may not be faultless but I couldn't find any faults in it.

And what was the inspiration behind all this ? Actually it was a short movie seen 65 years ago. "The Homemade Car" Bob has been playing with old cars ever since he saw it. These days you can watch it on You Tube. <https://www.youtube.com/watch?v=S2IVR59V1bo&t=321s> Careful, it can be addictive!





*Dickie seat up back.
Engine bay is immaculate just
like everything else.
Check out the flash pipe holder
and ashtray on the dashboard..*

*And showing Bob's heritage as a
plumber.*



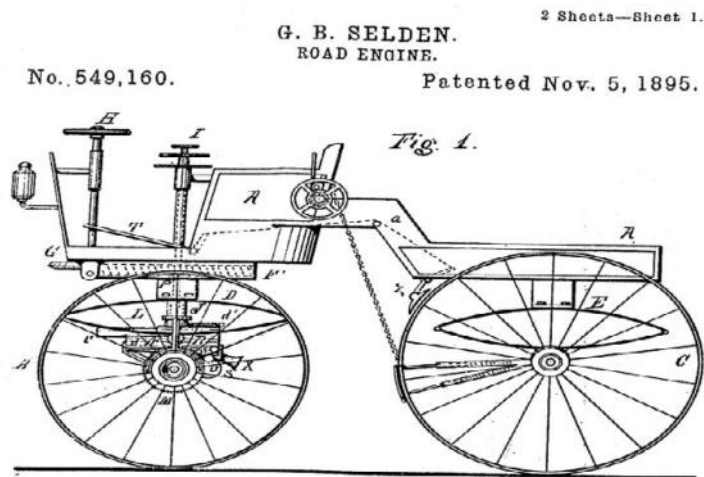
The Selden Patent

I find the stories behind our historic vehicles as interesting as the cars themselves. Few stories more so than that behind the Selden Patent plate, fitted to our 1903 Oldsmobile.

George Baldwin Selden (1846 -1922) was an American patent lawyer and inventor from New York.

In 1879, he applied for a U.S. patent for an "Improved Road Engine propelled by a liquid hydro-carbon engine of the compression type." (As an aside, a signatory to Selden's application was George Eastman. He would become world- famous in his own right, as the person who revolutionized photography by founding the Eastman Kodak Company and inventing roll film. Selden's patent application stated, "The object of my invention is the production of a safe, simple, and cheap road locomotive, light in weight, easy to control, and possessed of sufficient power to overcome any ordinary inclination, capable of being managed by persons of ordinary skill at a minimum of trouble and expense." Selden's patent application was seven years before the Benz Patent-Motorwagen, built in 1886, and widely regarded as the first automobile.

Selden knew two important things about patent law at the time. First, he knew he could only collect royalties for 17 years, at which time anybody could copy his work. Second, and most importantly, he knew that patents could be amended within two years of their application and changes would restart the two-year clock. That meant that he could submit modifications every two years and thereby keep his patent pending an unlimited amount of time, which he did for 16 years. And that allowed him to be first with the application while delaying the start of the 17-year clock until Q, when there was an abundance of automobile manufacturers from which start to collect royalties. Clever man!



The Selden patent specifically covered the use of an internal-combustion engine for the sole purpose of propelling a vehicle. The patent eventually wound up in the hands of the Electric Vehicle Company of Hartford, Connecticut. In 1900 this electric car company had started producing gasoline-powered cars with Selden's engine patent. They agreed to pay Selden \$10,000 for the rights to the patent and a royalty for every car based on his design. To protect this patent, the Association of Licensed Automobile Manufacturers (ALAM) was formed.

ALAM won a lawsuit in 1900 against Winton, then the highest volume automobile manufacturer in America. Most other manufacturers eventually fell in line and paid the 1.25% royalty to Selden and the ALAM on each and every vehicle they produced. These included Buick, Cadillac, Franklin, Hudson,

Hupmobile, Mack Truck, Oldsmobile, Packard, and scores of other smaller manufacturers. Each vehicle on which patent royalty was paid was issued with an individually numbered brass patent plate as evidence of compliance.

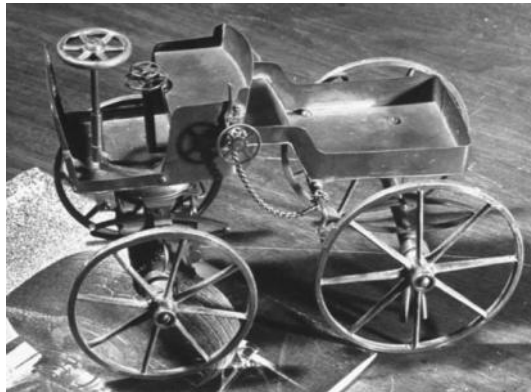
The production of cars multiplied, and royalties poured in at a rate that was nothing short of embarrassing. The levy was progressively reduced to 1% and finally .75%. All told approximately \$2,000,000 was collected, of which Selden received something like one tenth.

In 1903, Henry Ford applied for ALAM membership, but his application was rejected. Later that year, the ALAM sued Ford and others for patent infringement. Ford found it cheaper to fight the ALAM than to pay royalties of \$12.50 per car. The heavily publicized legal fight lasted eight years, and ended in a victory for Selden. Ford appealed, and on January 10, 1911, one year before the Selden patent was set to expire, won his case. Nevertheless, George Selden was a very wealthy man by then. The ALAM was soon disbanded.

George Selden went on to form the Selden Motor Vehicle Company in 1906. He went into small scale production of cars under the slogan "Made By The Father Of Them All". Selden cars had a small following and the company did well producing around 7000 cars until 1914. These Seldens bore no resemblance to that envisaged in his 1895 patent.

Following the demise of motor car production, the company produced trucks with considerable success until the depression of 1929-1930, when it was sold to the Bethlehem Truck Company.

John Day



Model of Selden's road engine sent to patent office.

Selden patent plate



Prototype Selden Road Engine. Not built until 1907

Inventor of the gasoline automobile?



PORT LINCOLN, SOUTH AUSTRALIA 🌲 🌍 🌊



The first cycle car built in South Australia in 1904 by F.B. Puckridge of Port Lincoln. Apart from the engine, the car was entirely South Australian in design; the two men in the car used it to tour the district as painters and renovators. A note attached to the back of the photograph reads as follows: "Note supplied by F.B. Puckridge of Port Lincoln. The car, here shown, I built in 1904 for Dr. E. Kinmont. It had 2 and three quarters H.P. air cooled engine with fan in tunnel. Engine was built by M.M.C. England under De Dion licence. The rest of the car was entirely South Australian. It had two speed gear box, no reverse, and the gears were cut by J.H. Southcott to my own design. Clutch and gear box were operated by a single lever, which operated smoothly and efficiently. Starting was by chain worked through floor on a free-wheel clutch fitted to drive shaft. Final drive through V belts. No differential. Ignition by battery-magnetos had not then come into use. Dr Kinmont used it in his practice over the district extending beyond Tumby Bay on the north (30 miles) to as far as Elliston (105 miles) on the West Coast. It gave him good service for about 12 months when he brought a larger car and sold this one to Crawford and Rule (shown in the photo) who used it touring the district as painters and renovators. It was certainly the first car built on Eyre's Peninsula and, I think, the first cycle-car in South Australia".



A carpet-installer went to a woman's house to do a job. He was a meticulous worker and took great pains. Eventually, he finished and reached in his back pocket for his cigarettes but couldn't find them. Then, he spotted a lump under the carpet he had just installed. Thoroughly exasperated with himself but not wanting to redo the job, he took his spirit level and mashed down the lump, continuing to smooth the surface until one could not tell that anything was there.

He went out to return his tools to his truck and was surprised to see his pack of cigarettes on the seat. Just then, the woman came out and said, "Have you seen my parakeet?"

An artist asked the gallery owner if there had been any interest in his paintings on display at that time.

"I have good news and bad news," the owner replied.

"The good news is that a gentleman inquired about your work and wondered if it would appreciate in value after your death. When I told him it would, he bought all 15 of your paintings."

"That's wonderful," the artist exclaimed. "What's the bad news?"

"The guy was your doctor..."

Need a battery?

We have received reports that our previous recommended battery supplier, Exide, have stopped giving good deals, so we recommend you try Battery Power Centre. They have proved to be helpful and have promised wholesale prices to our members. Give em your support and things can only get better.

White metal bearings

Have you ever considered pouring your own babbit bearings? I will be pouring a set in a model T engine shortly and if there is anyone out there that would like to see how its done (not all that difficult) I will set a date that is mutually convenient.

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The makeover. Seen it before but still makes me laugh!

<https://www.youtube.com/watch?v=tiAZ01dkcdc>



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Tuk tuk stuff

I bet you never thought a tuk tuk could do this...
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