

Motor Vehicle Enthusiasts Club

No 1

AUGUST

TRANSMISSION

The voice of the Motor Vehicle Enthusiasts Club



Motor vehicle enthusiasts club (MVEC)

For club info please ring the President 89279640

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Darwin 0801

or if you're in Katherine

President 89711325

For correspondence regarding this newsletter

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89886049 or email

Propellers@bigpond.com

Hot laps at Hidden Valley

Somebody recently said to me that MVEC were a sedate bunch of enthusiasts. No doubt some of them are. But this general idea was seriously disproved when a variety of MVEC members were seen smoking their wheels and with the tacho needle the wrong side of the redline. Those good blokes at Shannons put on another good show for Darwin 's car freaks with the annual run around town to show off the machinery and then to Hidden Valley raceway to burn a bit of rubber. This years event was restricted to MVEC, Classic Holden club, Classic Ford club and M.G. club, due to too many cars in previous runs and this year was just right. The event started at 9am at the hangar and the cavalcade stretched as far as you could see as it cruised through Darwin CBD then lined up at Hidden valley. First off there was a 2 or 3 lap cruise around the track to get aquatinted, but this was interrupted by some morons who were left over from the drag meeting the night before. The first problem was a ute going around the track the opposite direction to what we were going. I was a bit surprised when I saw a car coming towards me out of the bend I was about to go into. From there those that wanted to do hot laps lined up in the pit lane to go out in groups of around 4 similar performing cars. They then did a lap and lined up on the grid and were started at something like 10 sec intervals and did 4 laps before getting the chequered flag and came off after 1 more lap. I positioned myself without car on the exit of the bend at the end of the straight to get some photos. It became apparent pretty quick that most drivers were giving it their best. There certainly wasn't much



Waiting in the pits. Holdens did not necessarily rule the day

weight on those inside front tyres. A late model GT Falcon driven by Wayne Russell was setting a blistering pace and there was smoke coming off the outside back wheel as he was coming out of the bend. Later I could not see him but I could hear these tyres under brakes at the limit of traction coming to the end of the straight. Well I suppose they must have reached the limit as the car didn't attempt the turn, it went straight on ala 4wd out into the dirt in a cloud of dust. A group of Toranas and Cortinas was another group that was closely matched and afforded some good spectating. Not half as good as being a spectator inside the cockpit though. One notable vehicle new to the scene in Darwin was the Lotus Cortina of Barry and Tracey Heydon,

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the laps were definitely hot ones. Next were larger cars. The Bash Fairlane appeared to be smoking it up but then I realized it was smoke from the engine breather. Paul Burrett's Statesman looked like he was cruizin in style but the tyre angles in the corner tells that he was pushing it hard. You can tell these fellers are driving hard by the big cheesy grins as they move around the track. Then there was nothing for a while. Not being capable of handling the inaction I wandered back to pit lane to find the drag racing crowd had been getting on the track again and bad mouthing our host, so the track was closed for a while till things got sorted out. Eventually we got going again but Brian Nixon had to stand sentry and stop these clowns from coming on the track. Then it came my turn to play. Now I believe this is not racing but when there is another car down the other end of the straight and you are on a racetrack what sort of car enthusiast (petrolhead) could resist catching it up and trying to pass it



Paul O'Donnell's 1971 GT Falcon keeps John Lugg's HQ "you'll never be late in a 308" at bay. The Holden eventually got through.

especially when the car ahead is a big beautiful red Fairlane of Bill and Julie Smith. Now this event was such a notable one they sent the ABC news camera crew to take some piccies. We all know when a camera gets pointed at you one just has to style it up a bit more, I had to get in front of the Fairlane. Well it must have worked because a couple of days later someone told me they had seen my car on the news hooning around Hidden Valley. Wouldn't you know it I was tied up that evening and couldn't watch my one claim to fame. After our hot laps I noticed we didn't have a lot of brakes and I glanced out the window at the back wheel. There was a large amount of smoke coming from it. A 64 Pontiac is a big car by modern standards, but the brakes are small. Maybe I was pushing it a bit.... Anyhow there was good tucker and drinks on up at the club-

house on the hill so the idea was to watch the rest of the crowd do their laps while you had a munch. An excellent spectacle was provided by Brenton MacLean when he spun out his shiny red Torana right below us. He received lots of cheers of encouragement from the crowd.

A well organized and fun event. Thanks to everyone involved, in particular Shannons, John Palamountain, Laurie Feehan, and Brian Nixon for the event and Eileen and Ron Blanchard for the good tucker.

Dream Quest is a Froggie organisation do do with vintage French vehicles. They are in Aus-sie at the moment with 17 cars and will be in Katherine for the Flying Fox and will meet at the BBQ after the show on Sat.

If you are interested in a barbie with them at the hangar the following week, ring Stuart 89279640.

Put some colour in your life.

If you were to receive this newsletter by email, you accomplish at least 3 great things. Firstly you would get it in living colour and lets face it, if you are in a club like this you must appreciate the sight of a gleaming RED GT Falcon. It's a lot better than a grey on e. Secondly you will save a tree or two and third you will save the club dollars. This newsletter is expensive to print and mail. Maybe we will save enough to give me a raise. If you want yours by email , send me your email address at propellers@bigpond.com The email will be around 1.5 megabyte



You may remember my comments regarding the effects of corvettes on the ladies. Here is the proof as lovely Irina decorates Simon Love's blue 454 vette.

Feedback dept

The response to the new format newsletter was 100% positive. The most negative comment was "OK".

That readers, means that the new style is here to stay. I trust you continue to enjoy it and thanks to all those people who replied.

Need a seal, universal joint or bearing?

No 1 good bloke Mike Nolan from Darwin Carbu-rettor Services has donated a heap more parts to the club. There is a milk crate full of seals to fit just about anything, even what looks to be Landro-ver swivel pin housing seals. Also odd bearings, water pumps and universal joints. There is also a bunch of carby kits from earlier. We don't want them cluttering up the joint forever so get into them. Go see Leo, at the hangar, he is the custo-dian of the stuff.

Sleepless nights

The task of coming up with a name for this news- letter turned out to be a lot more daunting than an- ticipated. We are such a diverse bunch. Classic Holden Club for instance cater for classic Holdens, same with Classic Fords, M.G'S etc, but Motor Vehicle Enthusiast covers these and a myr- iad of other vehicles including motor bikes and we also include old machinery. And these vehicles don't even have to be old. I am not generally im- pressed with new cars but they certainly come un- der the umbrella of our name. There have been some beaut suggestions, one that I reckon de- scribed me was "vintage revhead", another was "restorer", but to my way of thinking they just did not cover everyone in the club. So what to call the newsletter without treading on anyone's toes or bi- asing towards any particular branch of the hobby. Laying awake at night running through all of the parts of a car in my head, tools ,descriptions of speed didn't help. Some of us like their cars to look old and unrestored, others like them shiny, as new or customized. AAAAAARGH! Then out of the blue came one word. TRANSMIS- SION.

Every motor vehicle ever made has it and it is also a means of getting the word out to our members and the word friends, is, Transmission. Now I can sleep.

DARWIN CARURETTOR SERVICES

ALL CARBIES & PARTS

Anything to do with carbies, parts, restoring, modifying.

New & exchange vacuum diaphragms.

SAME DAY SERVICE

"A carby restored is quality assured"

89474748

Shop 2, 5 Hidden Valley Rd Berrimah

Brain teaser dept

I have said elsewhere that every car has a transmission. One with a direct drive onto a wheel does. It's the wheel, but in the case of a rocket or jet powered vehicle, the equal and opposite reaction acts on the en- gine itself and the fact that the engine is attached to the vehicle in some way causes the vehicle to go forwards. The question is, does it have a transmission and if it does what is it. The bolts what hold the motor in maybe? What do you reckon? Let me know your thoughts. send to propel- lers@bigpond.com

Duo Lointain -Sound and Vision

Darwin Festival Performance

Sunday August 13 at 7.30pm

Qantas Hangar

An evening of music accompanied by visual arts, *Duo Lointain*, comprising internationally renowned German guitarist and composer Wulfin Lieske, and versatile CDU Cellist and Lecturer Rebecca Harris, will perform music to compliment and contrast the work of acclaimed Darwin photographer Bronwyn Wright, presented in dra- matic projected images.

In addition to the fusion of sight and sound, there will be a brief talk by the historical consultant Bob Alford, high- lighting the historical significance of the Qantas hanger.

Tickets Cost \$23/\$17 Concession and under 12's- \$13.

Members needed to act as bar-persons and repre- sent the Club.

Rejex : The Brustolin Builders Rejex Rally

Any sedate drivers who fronted for the rejex rally did a quick metamorphosis when they reached the first starting gate. You could see the hair grow on their neck and the teeth extend and an evil cackle as they were flagged off.

What a neat event. About 40 vehicles lined up early Sat morn at Mindil Beach. The variety was vast with a handful of old clunkers including our sponsor, Mark Brustolin's 1920's Dennis fire engine, complete with brass helmets for the crew. The other end of the spectrum was a new Lotus Exige. Exotic



We needed Mark Brustolin's fire engine to put out the tyres

stuff. Plus one of just about anything else. I drove a 1921 T Ford bus. The trip to Hughes airstrip was basically just showing off the cars, but at Hughes the evil cackles started and the psychopathic side of Rejectionians came to the fore. People who you may have thought were mild mannered quiet people now drove with apparent reckless abandon around a sea of witches hats with their navigator shouting directions to the correct route. All the time the stop watch is running and you get extra time added to your score if you take a wrong turn while you are doing a section. Its pretty stressful stuff and the main rule for this event is to have fun. It obviously is, as people go to extraordinary trouble and push their cars harder than even they would have believed, just to go quicker than the mate who went in front of them. Tyre smoking and hand-brake turns is the name of the game. For those cars without a good handbrake, good old horsepower to get the arse out seems the way to go. I had a slight problem in the second routine of the day when I thought I was getting the knack of high speed cornering in the model T when I sheared all the wooden spokes in the rear wheel. This caused the car to lean a bit so a quick ride home for the trailer to cart the Ford home and we caught the field up at Adelaide River while they were having lunch. The car changed a bit though. It had changed into a Pontiac. The next competitive bit was at Fenton airstrip. The drivers were warmed up now and some really fast, smooth performers were beginning to emerge.

Every single car put in a fantastic effort and there is not room to tell the whole story, but the angles that Danny Rutherford could get his 1925 Chev tourer lean made quite a sight. The fire engine would to the whole routine with the siren going and there were 3 car hopping navigators in the form of Thomas, Jack and Dylan Rutherford. They were handy to have in the back as they had already done the course with everyone else and they knew where to go. Now you expect the high performance cars like Godzilla, the Skyline GT and GT Falcons and the like to spray a bit of bitumen and smoke the tyres a bit, but its the more ordinary cars that are piloted by people who's life obviously depends on getting round the track a bit faster, that really spice the event up. There were a

couple of father-son teams. One of them in the form of Ben and Peter Anderson was even a cop. Lucky he left his ticket book home. I don't know if there is a box to tick on the form for being a psycho. They drove a Gemini very hard then stepped out to let Mum and daughter Tanya and Vicki try and destroy it. Another father and son Alex and John Newman in their first Rejex also drove a 83 Gemini. They put in such a great effort they were leading at the end of day 1 but by then they had no brakes. They spent Sat night dismantling them and by Sun morn they had sort of brakes. John Price amazed everyone by doing the routines with a trailer behind his S series Valiant, including reversing bits. Col Darly had g/box problems in his falcon. He had reverse, no neutral no gears except reverse. What would you do? In fair dinkum Rejex spirit, he jacked up the car, pulled the gearbox off, pulled the top off the gearbox, fixed it, put it back in and finished the rally. Drove with fine style too. Jamie McInnes drove a 1962 Morris Major so hard you wouldn't believe how distorted he could get the front tyres without them coming off the rims. The last motorkhana of the weekend saw John Lugg in his 74 Monaro (he will never be late) smoke up those tyres so well it looked like



Anthony Feehan was difficult to photograph. When he engaged the clutch the car just disappeared.

there was a bushfire. The best smoke the tyres up award has to go to the wild Torana of Anthony Feehan. At the standing 1/4 mile you could barely see the back wheels for the smoke. Seriously



That is smoke. Adam gives it to Alison's car

good stuff. But I reckon the best story is that of Adam Cullen. You see last year Adam talked his lovely sweet girlfriend Alison into letting him drive her little Toyota Starlet in the rally. He promised her a new set of tyres. She agreed and he hammered that car so hard that he won! You might reckon that thrashing the heck out of her little car would strain the relationship. Not so. They got married a month ago, so two dreamy eyed newlyweds took it in turns making that car do things that Mr Toyota never dreamed it would do. Alison got the new tyres too. And to top it all off, they finished outright 1st. A great bit of driving!!

If you have never been to Rejex, come next year, it is always on the same long weekend. The mad driving is optional, but no matter how you drive, just being there is so much fun. To be honest, not everyone is totally psycho, sort of.



Father & son team Alex & John Newman with no brakes



Norm Millington's Lotus was quick, but not quick enough for the Starlet



Howard Moses has his eye on the next corner



Col Darley after open heart gearbox surgery



Steve Sjoberg shows smooth style in his MGB



Danny Rutherford demonstrates wooden wheels don't always break



John Price's lovely S series Valiant looked good even when standing still



Da Mori of Jamie McInnis showed some speccy driving

FOR SALE

1961 Humber Super Snipe .

has a bit of rust in rear wheel arches .
partly dismantled for resto , all there .
brakes have been renewed .
\$1500 ono .
contact Rocky on 89831876

WANTED

1943 –1944 Packard straight 8 engine and
gearbox to suit
Condition or location unimportant. Any leads ap-
preciated

Contact Ted 89886049
Propellers@bigpond.com

LOST

One metal swaging machine belongum Leo Izod.
Leo loaned it to someone about 12 months ago and it
has not returned .
Trouble is he doesn't remember who he lent it to. So
if the who is you, please return it so Leo can use it
then you can borrow it again.
If you know who has it could you give them a
friendly reminder please.

Contact Leo Izod 0418851770

For sale

1959 Sunbeam Alpine

Half finished project
Gordon Duff 0439806337
gordon.duff@cdu.edu.au



GOT SOME STUFF TO SELL

OR GIVE AWAY OR SWAP.

PLACE AN AD FOR FREE

RING OR EMAIL ME

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propellers@bigpond.com

They will run as long as you want but you
have to let me know each month to renew
them or they will automatically stop

For sale

HJ Holden

1975 Kingswood very good condition
14000km 2nd owner
\$3000 dale 89710254
Good performer at Rejex



For Sale

1948 P3 Rover (6 Light)

As is, will consider offers
Last chance before being placed on Ebay
as parts. Must go either to mad restorer
or the dump.

Ron Blanchard 8927 5637

The motor vehicle Enthusiasts Club
Extends its thanks to
**Shannons
Insurance**
For its continued support for the club

BACK TO BIRDUM 2006

Its only a few weeks until this special event (2-3 September 2006). For newcomers, this special historic event is a visit to the very end of the North Australian Railway (the Never Never line) at Birdum some 316.25 mile south of Port Darwin (about 500km) and just 8km south of Larrimah. The first train arrived in Birdum on 4 September 1929, soon after the construction of railway line extension to Daly Waters simply ceased at this point during the Great Depression.

Its a weekend event on the 77th anniversary of the first train to Birdum in 1929. And as Tim Fischer has reminded us, its the 175th anniversary of rail in Australia.

The 1930's Birdum Hotel was relocated to Larrimah in 1952 and we will have the "Welcome" dinner in the hotel on Friday evening (with mine hosts Ann Kanters and Barry Sharpe).

Overland Telegraph overseer R.C.Patterson named Birdum after his wife in 1871 as the crews struggled to complete the last sections of the OT in this region.

Interpretation of the historic Birdum site was conducted in 1999 by Peter and Sheila Forrest assisted by Christine Tarbett-Buckley. We will have a reference copy of the report available on site.

WHAT'S ON THE RPOGRAM FOR THIS HISTORIC WEEKEND?

- * Section Car transfers on this final 7km section of the Never Never line.
- * Travel to the very end of the NAR at 316.25 miles
- * Inspect the few remnants of a very quiet Birdum today
- * Guided tours to a range of WW2 and Overland Telegraph sites of significance.
- * Optional guided tour to Daly Waters which was the intended destination of the NAR (see the "railway bridge" and the International Airport)
- * Optional visit to Frew Ponds where the Overland Telegraph was actually joined in 1872. Very few people have been to the point.
- * Visit to the picturesque Rockhole which was the Sunday outing in 1930.
- * Enjoy live entertainment at the actual Birdum Hotel site on Saturday evening (in the magnificent "Starlight Ballroom")
- * Learn some basic fettling skills (clearing sand off the track)
- * Learn basic bush craft (helping to clear the Birdum Airstrip).

SCHEDULE OF EVENTS

Whilst not final we would foresee something like:-

- * Thursday 31 August - travel to Larrimah.
- * Friday 1 September - track clearing and possible trip to Daly Waters and Frew Ponds
- * Saturday 2 September - Establish Camp at Birdum, Historic tours, section car transfers, evening entertainment.
- * Sunday 3 September - free morning in Birdum (Rockhole, Pump Hole etc) before we head for Larrimah and home.

There is a lot to fit in to the time and a longer stay is recommended if possible. If anyone is prepared to stay for a few extra days we could have a serous go at the airstrip (mainly clearing saplings). At the approaches to the cross strips the original cut stumps are still there.

Members and friends of MVEC will be welcome to join the event.

Contact Trevor Horman from Friends of the North Australia Railway at 0417 838 578

President Report

As can be seen from the calendar, elsewhere in the newsletter, August, as usual, is a very busy month. There should be something for everyone and their vehicle.

Already this month (last weekend) the Rejex Rally was held. 35 cars, and participants journeyed down to Hayes Creek, over-nighting in the Douglas Daly area. MVEC members provided a hot breakfast to farewell participants on their way.

The social run at the end of August has been cancelled. Unless a member volunteers to organise a programmed activity, the activity will not happen.

Tourists visiting Darwin keep flocking to the Hangar and make donations towards the Club's work and Hangar running costs. However with Leo and Tom not being in the Hangar on Saturday afternoons or Sundays, MVEC is missing an opportunity to promote our club and the Hangar. If you wish to volunteer to open the Hangar on a weekend ring Aileen to book your time at the Hangar.

To date, members have only indicated 17 cars will be part of the MVEC display at the Shannons Motoring Extravaganza on 19 / 20 August at the Show Grounds. The organisers have set Friday 11 August as a closing date for entries. See elsewhere for further details and entry form which has to be back to the club by this weekend.

Lastly, a reminder that membership renewal is due. On your newsletter address label you will notice either 2006 or 2007, if it has 2006 you are reminded your membership is about to lapse.

Happy motoring

Stuart Duncan
President
(mvec@bigpond.com)

Sausage sizzle

MVEC has been offered the Sausage sizzle franchise. We need volunteers to cook and sell sausage sandwiches and merchandise.
Ring Aileen to book a 3 hour shift.

The Blastolene Special

This vehicle is the answer to the problem of what to do with a spare tank motor. Randy Grubb overcame the problem by building his own chassis from 2x8" steel



tube. The engine was from a M47 Patton tank and displaces 1800 cu inches. Is aircooled OHC 1200 HP 1500 Ft Lbs torque. To This he mated an Allison transmission from a Greyhound bus with a bellhousing he hand-made from large dia steel pipe. The chassis is 21.5 feet long with 160" wheelbase. The motor and trans are bolted directly to the chas-



sis. Rear end is 3.08 eaton with a mechanical locker and swings on home made 4 bars from 2" pipe and air bag suspension. Up front is 1/4 elliptical springs with friction shocks. Disk brakes all round. The body is all hand-made aluminium panels over wooden ribs. The result is bloody beautiful. A vintage racer of gigantic proportion. If you reckon it cant get any better than this, keep watching. There is more to come later.....



SHANNONS MOTORING EXTRAVAGANZA

In conjunction with the Northern Territory Motoring Council

Winnellie Showgrounds

19th – 20th August

ENTRY FORM

Entry No.....

(Office Use Only)

Name.....

Address.....

Phone number (H)..... (B)..... (M).....

Email address.....

Vehicle details – Make.....Model.....Year.....Rego No.....

Standard/ Modified (Please circle) Car Club (if any).....MVEC.....

Modification Details.....

Your vehicle will automatically be entered in the Show n Shine by completing and signing this form.
There is no charge to have your vehicle on display.

By completing and signing this form the exhibitor agrees to participate in the Shannons Automotive Extravaganza in a responsible manner, towards the grounds and facilities, other entrants and their cars and agree that as a condition of my participation, Shannons Insurance and the NT Motoring Council shall be under no liability whatsoever for death, bodily injury, loss or damage which may be sustained or incurred as a result of my participation, however caused, whether by negligence or otherwise.

All vehicles are required to be on site and assembled on Friday 18th by 7.00pm for display Saturday and Sunday. Vehicles may be removed after 4.00pm Sunday or after 8.00am Monday.

Please contact me regarding a insurance quotation on the following – (please circle)

1. Entered vehicle 2. Daily drivers/Other vehicles 3. Motor cycle 4. Home/Contents

Signature of vehicle owner.....Date.....

For all enquiries please contact:-

John Palamountain (Business Development Manager NT Shannons Insurance) Ph. M 0417 262 918

Please send completed entry forms to MVEC GPO BOX 911 DARWIN NT 0801

**All nett proceeds to Rotary Club of Darwin Northern
Australia Disaster Fund**

MVEC August Activities – Darwin

August

- Sat 12 & Sun 13 Flying Fox Festival, Katherine, travel down on Saturday morning, exhibit your car that afternoon, stay overnight and return Sunday morning (see notice). Keep your fuel and accommodation receipts for possible reimbursement by the Club.
- Sun 13 7.00pm Duo Lointain - A classical music & light show at the Hangar (see notice). Volunteers needed for the evening (see notice)
- Wed 16 7.00pm BBQ at Hangar to welcome to Darwin and farewell 17 Dream Quest participants from Australia (\$5.00 a head)
- Sat 19 & Sun 20 Shannons Darwin Motor Extravaganza (see notice)

September

- Sat Sun 2-3 Back to Birdum rally

If undeliverable return to;
MOTOR VEHICLE ENTHUSIASTS CLUB
GPO BOX 911
DARWIN NT 0801

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More activities

- Sun 17 Hangar working bee
- Sun 24 8am Breakfast at McMinns Lagoon Reserve
- October**
- Tbd MVEC AGM – venue tbd
- Sun 15 Hangar working bee
- Sun 22 10am Brunch on foreshore opposite Lake Alexander
- November**
- Sun 15 Hangar working bee
- Sun 26 Brunch at Darwin River Dam