

Motor Vehicle Enthusiasts Club

No 8

APRIL 07

TRANSMISSION



If you find you need more information about this club or just cant wait to join ring Peet Menzies on 89814746 GPO Box 911 Darwin 0801 In Katherine call 89711325 Newsletter enquiries to Ted propellers@bigpond.com or 89886049

The voice of the Motor Vehicle Enthusiasts Club

It's a Party!!!!

MVEC's 21st birthday party was a blast! With only 1 week from idea to fruition it turned out better than anyone could have hoped. More than 55



party animals rolled up to help celebrate 21 years of being enthusiastic about cars. People came from far and wide. A bunch from Katherine, lots of kids , oldies, everyone had a ball. Food too, no

junk food at this show. The variety of salads and stuff was only overshadowed by the amount of it. We had a birthday cake too. A whopping mud cake with MVEC's logo perfectly reproduced in the icing. The logo got eaten too. With good ol



rock n roll music filling the hangar there was dancing and plenty of bench racing going on too. It said on the invite to come dressed as you were when you were 21. So we had Mods, Rockers, hippies and all and the idea was to act like you were 21. Can you still drink as much as



much grog as you could when you were 21? Lucky mods n rockers get on better these days. And There were ladies that just couldn't stop dancing (young and old) and when one of the ladies complained to a feller that he wouldn't get up and dance and he was supposed to be acting like he was 21, he replied that he was. It's just like back then as the blokes all hang round the keg and the shielers go and dance with the other shielers. (I reckon he used to be a surf crew) Vinyl skirts were the go back then. They still look good too but it turned out it makes you get a bit sweaty on a wet season tropical night. especially when dancing as 21 year olds do. One of the rockers took his leather jacket but reckoned it was too hot and didn't wear it. Can you imagine that? Being out of uniform.



The ladies danced. Lorraine and Judy`rip it up.

It went on and on and the most amazing thing was the next day there was a cruize and brunch at the seaside in the park under government house. The most serious party animals were there at 9 am at the hangar. No being late. No hangovers. All smiles. Bloody fantastic. I sure hope we don't have to wait another 21 years for an excuse to have another party.



Aileen was 21 for sure !



And they danced some more. Maureen , Shirley and Lorraine strut their stuff



Lorraine gets serious with Leo



It was all dancing with the stars. Lorraine & Bill do the Waltz. Smooth stuff!!



The Presidential table Brian & Peet with their bodyguards Lyn & Judy



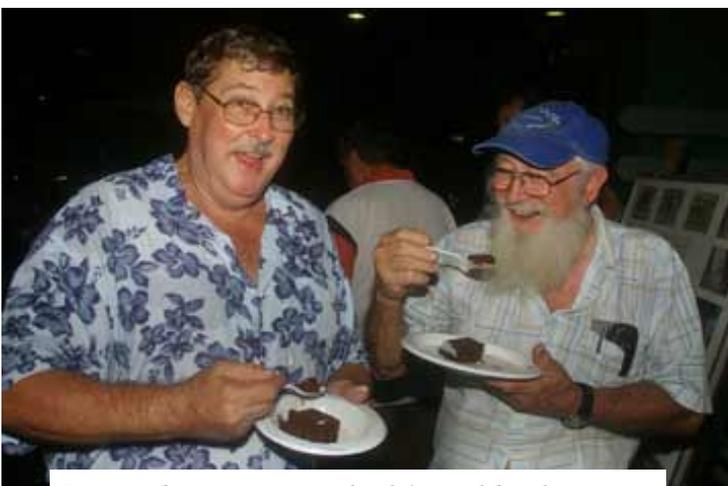
Doug, Howard & Gary have a smoko.



Mike needs 2 chicks, Maxine & Shirley. All 21 year old of course



Yvonne, Gary, Doug and Bill make plans for their 22nd birthdays.



Ron and Leo get into the 21 yr old cake mate.

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Katherine Invasion

Amongst the cars driven to Darwin from Katherine for the party were an E type Jaguar and 1948 Austin 16. Both looked lovely shining in the darkness outside the hangar. After the party was over they were brought into the hangar for safekeeping. I had to run my lens over them.



This is the light switch folks



The Austin belongs to Doug and Yvonne Glasson. 4 ½ years ago they checked out a garage sale at Noel Neil's (another MVEC member). They came away with a totally dismantled but complete car. Doug says even the screws had been taken out of the light fittings. You couldn't pull it to bits any more. So they put it back together again. And it looks great! They did all the restoration themselves. The upholstery is spot on and the paint job lovely. The only job they farmed out is the hood lining.

ken so no need to fix it. Same deal with the gearbox and diff.

It has a few interesting things about it. To turn on the parking lights you have to get out and turn on a switch on the back of the car, near the right hand taillight. The headlights turn on from the dashboard and on high beam you have two dazzling 35 watt globes burning. When dipped the left hand headlight goes out but the right hand globe continues to burn but a solenoid tilts the reflector to aim it low. That's how it's supposed to work anyway. Doug has wired a bit more conventionally but the original equipment is still there. And the reversing lights don't come on



Yvonne and Doug at the hangar

The car itself is unusual and a bit tricky. The model was made straight after WW2 and they didn't have much time to think about it, as they had only just stopped fighting and all the effort had been in supporting the war. Back to peacetime and they had to get a model out quick. This is it. They made em from 1945 to 1949. This one is a '48. Of 35000 that were brought to Australia, only twenty are known to survive. This is one of them.

It has a 2 litre engine and it is still original. Its not bro-

unless the lights are turned on. (What is the point of reversing lights in the daytime?) That's a bit of futuristic thinking I reckon. There was a bit of an energy shortage after the war. Maybe modern car designers could take a point there. Have you ever taken the jack out of your car and forgot to put it back, then got a flat? Aaaaargh!! No chance of that happening with this car. It has a built in jack. Lift the bonnet and there is a big aluminium knob. On it are positions front, rear, or all at once. You just select which end to jack up or if you want to make it hard for crooks to steal your car, jack the whole thing up. Then you operate the handle under the bonnet just like an ordinary hydraulic jack. Its called the "Smiths

Jacking System". Neat!

Doug and Yvonne have had it on the road for about 3 years and it's a beauty.

At last years Rejex rally Bill Harding told me he had



bought an E Type Jag from England. He hadn't actually seen it at that stage but it was just about here. When I heard there was an E type coming from Katherine I knew it would be Bill's. I was right.

He had an engineer check out a few cars for him and gave him the OK to buy this one. It's a 1963 Series 1 3.8 litre Roadster. Bill used to own a 1961 model but pulled it to bits to fix it up and like we hear so often, never got round to putting it back together and sold it as a basket case. He says now he still doesn't know why he sold it. Anyhow back to the present. He had the numberplates for it so he went shopping for a car to go with them. When he was travelling to Darwin and Perkins' shipping yard he was a bit nervous and the fellers there asked him how he was going to get it to Katherine. When Bill told them he was going to drive it they were doubtful that he would make it and pointed out the car had problems. The gearbox is crook they said. Reverse gear doesn't work. It turned out the blokes at Perkins didn't know how to put it in reverse.

Bill gave the E Type a kiss and cruised on home no worries.

While we were having brunch under the shady trees by the shores of Darwin Harbour on a beautiful Sunday morning I put the hard word on Bill to take me for a ride.

With the roof down you just slide down into the cockpit. As you cruise along at any speed the noise level is so low that you can have a conversation

without raising your voice at all. There is no roar of the wind. Just enough exhaust noise to know you are in a sports car, and what a sports car it feels like. We drove out to Winnellie, turned around and Bill invited me to drive it back. It took me about 1 microsecond to accept. It was real tempting to see exactly what it would do but I controlled my emotions and drove sedately. The first thing you notice is the steering, very quick and very precise. The car goes wherever you steer it. You can feel the motor revs easily yet it has grunt from idle. After stopping at an intersection, I was busy talking and took off in 3rd gear instead of 1st. The engine is so flexible it handled it with ease. I thought my life would be complete after a drive of this car. Trouble is maybe I now need one.



Bill cruisin the streets of Darwin in the E type



Your faithful reporter gets a drive. Life will never be the same!

Takin' it easy in Europe

From our on the spot reporter Ray Grimshaw

In August last year we set off on a 16 day bus trip to the UK and Europe.

There were 27 of us, all Aussies, 4 'ladies'. Our guide was so English we couldn't believe he would be showing a group of rev heads around, but he was a great guy and such a good sport as he got rubbished non-stop. He was a walking history book and regaled us with history from day one. Our first stop was to the workshops of R S Williams who restores older Aston Martins. They do their own tooling on the premises and have made minor modifications to the original to overcome weaknesses in the engine suspension etc. We lost Ben for a while in there along with a few restorers or technically minded. A few of the vehicles were already at Goodwood Park for the historical racing. From there we went to the Brooklands Museum



Back in the day this Mercedes was too heavy to enter formula 1. So they removed the paint and it passed. That set the trend for plain polished aluminium cars for years to come

which is at the old Brooklands track and features historic vehicles which raced prior to World War II and also aeroplanes which were made and used by Brooklands. Part of the banked track is still there and volunteers took us for a ride on the remaining sections. Mercedes will be opening premises there soon and have undertaken to rehabilitate more of the old track. It was quite an experience to walk through the air museum, which included planes from World War I to the Hawker Harrier and their latest acquisition a Concorde.

Off to the McLaren Technology Centre and in particular the F1 workshops. The technology, which goes into these cars is amazing, special metals which are lighter and stronger than titanium and the carbon fibres. 600 people are employed in respect of the Formula 1 project and 400 on street

cars. The streetcars included the new Mercedes Gull Wing. No photographs were allowed in the plant though when we arrived McLaren was having the press preview on the latest Gull Wing, so everyone had their cameras out and had photos of the new Merc. The cost of this so-called workshop was about \$750million. It was absolutely clinically clean, amazing.

Goodwood Park holds a revival race meeting over three days, drivers are invited to compete. It is south of London on the coast at Portsmouth. Shortly after World War II the track was developed by the Earl of March to assist car racing in the UK. He made use of the area, which had been used as an airstrip during World War II, during the 1950's the project was abandoned until the current Earl revived the meetings. This year over 200,000 people attended the meeting, which also included planes, Spitfires and Sea Furies and Mustangs. First day Friday was practice day and just walking through the car park seeing all the exotic cars was an experience. Went for a wander and after four hours still hadn't even scratched the surface. There were stalls where you could buy/order your dream machine down to books and period costumes. We had seats in a stand so even though I am sure the wind came from Antarctica we were dry and had a good view of the track.

Saturday the racing started in earnest, weather was cold and wet so livened things up. Saw a Ferrari Monza completely redesigned and a modified Austin A30 (my favourite) thrashing Jags etc. For sheer driving the cars of the 30's were great, narrow tires doing their 4 wheel drifts beating each other up and seeing the road handling and noise of the little Bugatti's was amazing. Saw the late Peter Brock driving his FX Holden and 1965 Corvette Sting

Ray. Other Aussies were Alan Jones in a Corvette Sting Ray, Wayne Gardner blitzing them on his Matchless G50, Ray Jones in a 1925 Chrysler, Rob Harborow in a 1946 Maybach Mk 1, Brian Wilson in a Brabham BT5 and Peter Harburg in a Brabham BT8.

Next month more memoirs to make your mouth water.



A supercharged Bentley at Brooklands. There were dozens of neat cars like this. Should be more of it.!

Another big cat!

I first saw Paul Ruys' Mk V Jag at last year's Shannon's car show. 20 years earlier he purchased the car in Perth. Paul was a farmer at the time and after checking the car out which was running well and had new sills and some work done on the head, he decided it was a good basis for restoration and parted with \$6000 (a sizeable sum 20 years ago) and commenced driving it home on a permit. Crossing the Narrows Bridge over the Swan River (multi lane highway) the bonnet decided to part company from the rest of the car. Lucky it didn't go over the side of the bridge into the river. But it did get run over by another car. Paul's wife Marguerite was following in their ordinary car and picked up the somewhat bent remains. They made it home. Paul started on the job by attempting to unbolt the front guards. He then found they had been brazed on and he had to cut them off with an angle grinder. Removing the guards also revealed a very bodgy job of the sills which required doing it again. Sanding the paint off the guards revealed bog. Sanding the bog revealed soft drink cans covering holes. The more he progressed the more problems he found. So he removed the body from the chassis to reveal more

holes in the chassis. What to do? He bought a mig welder and taught himself to weld. The sills were originally spot welded. To replicate this he drilled a hole in one of the sheets to be spot welded and then welded the other sheet through the hole and filled the hole. Viola! Instant spot welds. They look like spot welds anyhow. And so it went on. Paul did it all himself. The bumpers were very rusty and bent. Paul cut the brackets off them, straightened them up, and welded the brackets back on then sent them off to get chromed. The result is brand new looking bumpers. There is a filler panel in front of the back bumper. Paul made it. Likewise some of the chrome strips along the top of the doors were pitted so deeply the electroplaters could not polish them out. So Paul made replicas out of mild steel and had them chromed. The result is it looks like it came straight out of the factory. For rust panels he adapted panels of other cars that were close and shaped them until they were just right. For the paint Paul usually sprays acrylic lacquer but the original colour that he was after wasn't available. It was only available in enamel. So he used enamel. The result is breathtaking! The only job Paul farmed out was the upholstery and that is done in genuine leather. When he fired the engine up it made the sweetest noise. There is virtually no engine noise and a quiet but sporty exhaust note. Even though he did all the work himself Paul purposely did not keep a tally of what it cost him. After all what is the price of fun....?



Paul built this beautiful car all by himself

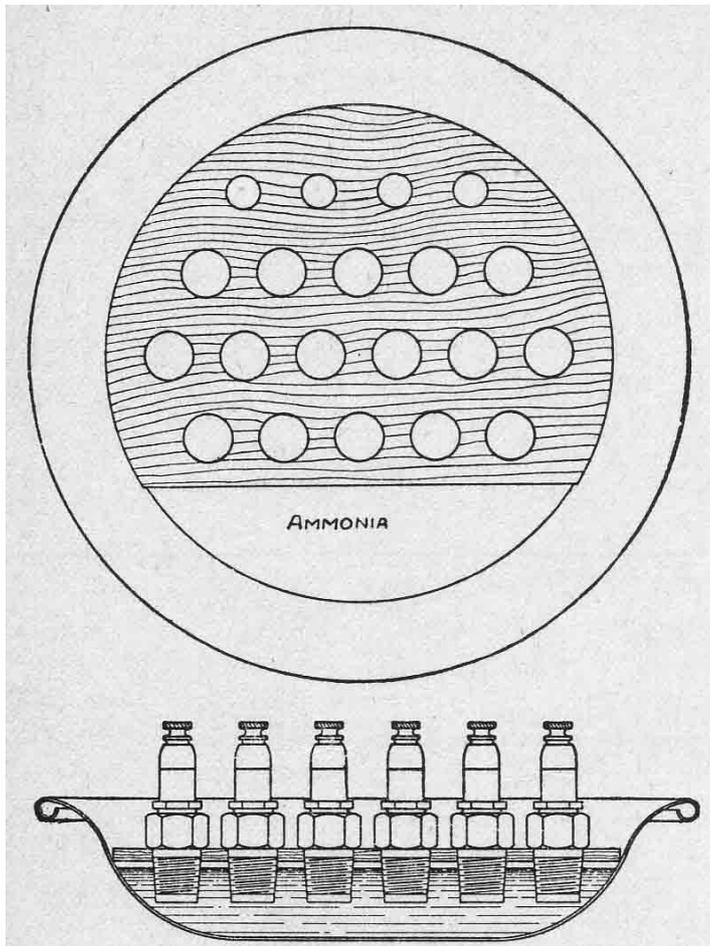


How to do it.

Brian Bates has provide us with a bunch of articles from a 1911 edition of Popular Mechanics. They are pretty neat. There will be one each month.

How to Clean Spark Plugs

The accompanying sketches show a very simple yet efficient method of cleaning spark plugs and will be found very useful around an automobile garage.



Plugs in the Ammonia

Take an ordinary porcelain washbasin and cut a thin board to fit it as shown in the bottom sketch. Bore holes in the board to suit the size of the spark plugs to be cleaned. Place the board in the pan, then put the plugs in the holes, sparking end down. Now pour concentrated ammonia into the pan until it almost touches the board. Let it stand from 15 minutes to one hour then brush the plugs with a stiff tooth-brush dipped into the ammonia, and the carbon can be easily cleaned from them. If the plugs are rinsed in hot water after cleaning they will dry much quicker.—

Contributed by Claude M. Sessions, Waynesville, Illinois.



SHANNONS 2007 HIDDEN VALLEY- INVITATION RUN Sunday April 22nd

John Palamountain and SHANNONS Insurance again invites members of Darwin's motoring clubs to experience the thrill of driving your classic car or bike around Darwin's Hidden Valley Race Circuit.

Members of those clubs invited to attend include CHCC, CFCC, MGCC, MVEC and NT Gassers. Only members of these clubs are invited to participate.

This year groups will again be divided into Tourers who wish to cruise around the circuit, and those who want to drive a little quicker around the 2.9km circuit.

After a couple of familiarisation laps in convoy, Tourers will then be free to make their way up to Clubhouse Hill while the rest will line up in pit lane for 3 quicker laps.

Those doing quicker laps are reminded that this is not intended to be a speed event nor is it a race event, it's simply a chance to enjoy your car and have a couple of laps of the circuit at a respectable pace. Drivers and passengers will be required to sign an indemnity form prior to going out onto the track.

Details...Assemble at MVEC Clubrooms, QANTAS Hangar, MacDonald Street, Parap, 8:30am. There will be a short briefing before the convoy departs at 9am to cruise around town and then to Hidden Valley.

A BBQ and drinks will be provided to participants, courtesy of SHANNONS on Clubhouse Hill once people have finished their run. This is a great location to watch other members go around the circuit.

If you have any queries, please feel free to contact John Palamountain on 0417 262 918

For sale
1971 Holden Statesman Deluxe,
excellent unrestored condition
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Give Away
1981 TOYOTA HIACE VAN
Minus engine and gearbox. Body parts, rear axle,
good wheels, air-conditioning, towbar (new), seat
that goes in the rear (new) and even an un-
opened can of Toyota touch up paint.
Happy to give away for parts.

1976 BMW 3.0Si
Not a goer but has all parts. Happy to give away.
This was the sports sedan of the line.

Trevor Horman (0417 838 578)

For Sale
1928 Dodge standard six four door hard top. Four wheel
brakes. Partly restored condition. Some new parts. Must
be sold due to interstate move.

Take away
Bedford truck & Dodge trucks. 1951 Chev sedan parts
car
Frank Gabel 08 89881631

FOR SALE
1981 Mitsubishi Canter motorhome, converted bus, 6.3 m. 3.3l diesel
(4D30-OA), 200,000 km approx. Rear permanent d/bed + can sleep
1 extra adult and 2 kids. Big fridge (3-way), 4-burner gas stove/oven,
2 x 4 kg gas cylinders, 60l fresh water, portable toilet, plenty of stor-
age. Therma-shield roof paint. Rear rack for bikes or extra storage,
spare wheel etc. Honda generator, hardly used. \$18,500 ono.

WANTED

I'm interested in obtaining a good engine for my 1961 Standard Van-
guard Six Station Wagon. Prefer a 6 but will consider a 4. Son
showing interest in this vehicle so want to encourage him!
Peter Bate, 8927 7040, pwbate@octa4.net.au

Lest we forget

This year ANZAC DAY is on Wednesday 25 April. A very special and moving dawn service is held at Adelaide River War Cemetery. Dawn happens right on 6am at Adelaide River and its advisable to arrive at least 15 minutes early as there is sometimes a walk from the carpark. It's a good idea to get away from Darwin at 4.30am or earlier. The forces provide guards of honour and they always find a good speaker. But it's the venue and the sound of birds as dawn breaks that makes this ceremony so special. In recent years there has been a significant number of people at the event. Warm clothing is recommended.

After the service there will be breakfast (and the usual ANZAC DAY events) at the Adelaide River Show grounds. Morning Tea will be available at the Railway Heritage Precinct.

A special feature of the day this year will be a guided tour to "the hole in the hill". This was the site of a Signals Station in 1943 which was created by blasting in the side of a hill near the railway station. WW2 veterans had told us about it for the past few years but we could never find it. In February this year when they returned to Darwin, we took them to Adelaide River and set them to work. They had trouble but eventually found the excavation (in solid rock, it accommodated a Sidney Williams hut).



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

Club Activities for Year 2007

There is lots on to suit everybody so mark these dates on your calendar *now*

Working Bee: This Sunday 15TH March

Sun 22 April Hidden Valley for Shannon's All Club Day . Don't miss it !!!

Sun 22 April Fund raising BBQ for legacy at Aviation Heritage Centre Open Day. Cars required

Sun 22 April KATHERINE garage run ending up at Doug and Yvonne's

Sun 29 April Lunch at Marlow Lagoon followed by visit to Les and Marylyn Wilson's (Knuckey Lagoon) to inspect his truck collection. *ABC attending to do program for MVEC 21st for Stateline*

Sun 20 May National Day of Motoring 10am to late afternoon, from Hidden Valley to Mindil

1st June to 10th June National Trust_MVEC supply 50s era Cars for opening of festival time to be advised

June 2/3rd Shannon's car show

Jun 16/17- Mandorah weekend Gary and Lorraine (super cars following weekend) Katherine Members Invited

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July Touring Group Derby and Broome via Gibb Rd 4WD only

July 22nd Batchelor cricket match with Holden Classic Car Club

Jul 29 Daly River pub and overnight Van park

Aug 4th to 6th Rejex Rally

Aug 26 Mystery run, Pauline and Trev to organise

Sep 1st Flying Fox Festival Katherine

Sep 30 – Progressive Dinner Lyn & Brian to organise

Oct 28 – Evening Dripstone Cliffs

Nov 25 – Breakfast Sunset Restaurant – Casino

Dec 8th Christmas Dinner Palmerston Club

Anyone who has a pre WW2 vehicle who would be interested in having the lovely actress Nicole Kidman draped over it, in a movie, give Peet Menzies a call 89814746 . They are making a movie here and are looking for such cars.