

# Motor Vehicle Enthusiasts Club



No 113

NOV 2016

# TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801  
In Katherine call 89710605 .  
Newsletter enquiries to Ted  
[longtelescope@gmail.com](mailto:longtelescope@gmail.com)



## **The things you come across in caravan parks!**

Peter and Beryl Larcombe's 1933 Riley 7 Plus Ultra Sports wasn't always quite the smickmobile it is today. It fell into the depths of despair for some time before it and Peter crossed paths....

Peter was a member of the Riley Club and spied an advert in the club magazine. He had been watching the ads for some time hoping to get his hands on something a bit sporty. He spied the advert for this car and there was a photo of it. He reckoned the price was a bit stiff for its appearance but worth a look so he phoned the seller, but after not getting a lot of info he headed off for a long haul across Victoria, to have a look at it. He was obviously fairly keen as he took his trailer. When he arrived he was taken down the back to the



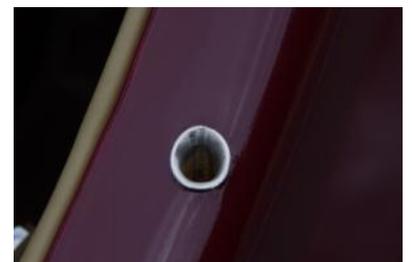
shed where the doors were swung open to reveal a Riley parked to one side. When he approached it he was informed that that wasn't the one for sale and was guided to the other side of the shed where there was a very sad and lonely looking chassis with patches of rust between the grime and peeling paint. Peter enquired about the body panels and the gent pointed up. There, hanging from the rafters, was all the missing tinware hanging by bits of fencing wire. They had been there close on forever and with the leaky roof were suffering badly from rust. Looking a bit deeper in the shed revealed the engine block on the floor on one side, the gearbox on a shelf on the other

*The Riley looks great back or front and inside too. Beryl did all the upholstery including the carpets and the roof*

*There was no windscreen or frame at all. He was able to use the frame off the sister car as a pattern to have a replica cast. from it.*



*There was only one of these receptacles for the side curtains to mount on the top of the doors. Peter got some suitable sized stainless tube and flared the top. Looks and works perfectly.*



*The headlight nacelles were the same but only one of them had the little badge with the brand on it. He had buckley's chance of finding another badge so he used the existing badge as a pattern to cast another out of fibreglass*



side. Headlight here, other bits there. It was all fairly scattered. Peter's wife Beryl said to him "You're not going to buy that heap of junk, are you? I thought it was going to be what we saw in the picture!" It seems the picture in the ad had been of a similar car, not this particular one.

But it was a very unique car with only two being built with that body and Peter knew of another gent that had the sister car, so he knew what it should look like. He bought it. It took ages to search the shed for all the bits that belonged to it and to load them on the trailer.

Once he got it home he placed the chassis on his shed floor and laid all the parts that he had, on it. This was to give him an idea what he had actually got. There was a lot missing. He wasn't particularly worried about mechanical bits as they are readily available through the Riley Club. Body parts are another thing altogether. There is basically nothing available in that department, so although the panels were pretty sad, replacing them was not an option. The guards in particular were very bad, not only from rust, but they also had millions of hammer marks from previous attempts to fix them. Peter bought an English wheels to straighten them out, but with the rust there was no option but to cut out the affected areas, fashion new bits and weld them in. He reckons the front fenders were so rusty that the metal that they were made of is only about 50% of what is there now. The framework of the body is of timber. When he brought it home it was only half there and what was there was rotten or broken. Luckily he was able to gain access to the sister car and photograph its most intimate details. With dozens of pics of the boot



*Above: See all those knobs on the floor? Below you can see the writing. The left one is handbrake, the right, footbrake. You can adjust the brakes as you are driving. The cables go from the pedal via a loop round the adjuster before heading off to the brakes. Bottom photo shows the cables arriving at the front brake after going round a pulley on the axle.*



*Peter and Beryl dressed up in their period threads for the concours judging at Adelaide's Bay to Birdwood Run.*

frame, inside the doors, under the scuttle and dash, basically everywhere, he was able to reproduce all this timberwork quite faithfully.

By its condition, this car had had a hard life, but somebody had written its story long ago in a magazine. A coachbuilder in Qld, named Downing, had built 2 of them. This was the second one. The original was named "Nellie" this one 'Bessie'. They had been copied from an English built car but with his own variations to make them a bit more sporty. He built them with no running boards and with louvres on the sides of the chassis rails. The story goes that 8 years after he built and sold this car he bought it back again, stripped it down and developed and fitted a racing engine, then raced it. The tyres that were fitted to the wheels when Peter took possession of it were a set of 5.50 x 19 high speed racing tyres, these cars normally run 4.50 x 19. These tyres are date stamped Feb 1940, yet they would still hold air although they tended to go down after time.. That racing engine featured a crankshaft that was machined from a solid block of steel, and hardened. The conrods came from the DeHaviland Aircraft Co and were of aluminium alloy but with no bearing inserts. The alloy ran straight on the crankshaft. This motor was good for 7000 revs and with that 6:1 diff and the big tyres Peter has calculated it to be doing 100 MPH at full revs. Peter has managed 95 KPH. He intends to raise that diff ratio somewhat.

It took 2 1/2 years of hard work to get the car to where it is today. Since then he has had another 2 1/2 years of knocking up 2500 miles on the clock.

*Peter needed 30 thou Pistons. The supplier had had a 30 thou set of high comp racing pistons for years with little chance of ever selling them so was using one for a mantlepiece ornament. Peter made his shelf look bare.*



*The original honeycomb radiator was blocked beyond redemption so hiding quietly behind it is a modern one with an electric fan. Shhhh! Interestingly though, a later 1934 Riley had a grill that resembled a honeycomb radiator, but with a normal tube radiator behind.*



*Showing the first rate woodwork of the boot lid.*

*Peter found the original key to the boot in the bottom of one of the doors*



*Below: There was only one front shocker in the pile of bits, so he manufactured a replica. You would be hard pressed to pick which is the new one.*



*I thought perhaps pop rivets were not authentic on a 1933 car. It turns out they were using them on Sunderland flying boats in 1933*





*Fred's 1929 6-21 Graham Paige  
The 6 denotes 6 cylinders, 21 denotes  
121 inch wheelbase.*

### **1929 Graham Paige**

Fred Chapman got tangled up with old cars at the tender age of 14 when he bought a pile of boxes that put together would allegedly make an Austin 7 special. They did, and as a matter of fact there were several engines and gearboxes in the pile, but with advice and guidance from his Dad, and about 18 months, he had his first car. It had no body mind you. Fred called it a space frame, just a pipe framework with no body or guards at all. He learned to drive it around the farm and the backblocks and when he turned 16 and eligible for a licence to drive it on the road he was able to get it registered. Scoring himself an apprenticeship as a toolmaker, the Austin was his transport to work. But come wintertime the lack of a body revealed a problem. You get wet and cold. And with no front mudguards when you go round a corner the water flying off the front wheels fills you in. Fred took to wearing bicycle clips on his trousers to stop the water going up inside them. The desire for something with a roof and a bit more comfortable stirred in him.

One day he spied an ad in the newspaper. It was for a Graham Paige and at £40 it was within his budget. It was at a car dealership in Adelaide city, on Frome Rd, Thompson Motors. Saturday morning Fred got a ride into Adelaide on the back of his brothers Gold Flash BSA. After dropping Fred off at the car dealers, brother left to visit his girlfriend. Fred could see the Graham Paige in the glass fronted showroom behind a

couple of other cars. He ventured in and was looking the car over when the owner, Mr Thompson, approached him and enquired if he was interested. He also started the car up and revved it up a bit to show how good it went. He also turned it off after a very short while before he filled the showroom up with smoke. All very impressive for a young 16 year old, who was very impressed by how easily the car started and roared into life. The significance of all the smoke belching out the back didn't sink in at the time. So Mr Thompson put it to him, do you want to buy it. Fred replied that he did but that his father had told him to never pay the asking price. That'll be hard muttered Mr Thompson. After a bit of haggling he stated that the bottom price he could take was £33. Fred agreed. In the office completing the documentation Mr Thompson asked Fred how he was to get the car home, to which Fred replied that he would drive it. But the car has no registration, he was told. Fred pointed out that it was in fact registered but Mr Thompson explained that he would be cancelling it and selling the car unregistered. And how much would it cost to put the registration on it? £40. So Fred bought the car for £40, registered. Once it was paid for, Mr Thompson moved the other cars and drove the car out onto the footpath, parked it, shut the

showroom doors and went back inside leaving Fred with his beautiful new Graham Paige. Fred climbed in and went to start it, then realised he couldn't figure out how to. He would be too embarrassed to go back inside and admit to Mr Thompson that he couldn't figure out how to do such a basic task. Eventually his brother came back and he explained that he had bought this car but didn't know how to start it, his bigger brother was a knowledgeable bloke, he would know for sure. But try as he may, he couldn't figure it out either. Then 3 young fellers driving past in a beat up old Vanguard stopped to see what was going on. Once again he didn't want to admit he didn't know how to start it and told them he had a flat battery, so with the brother and the other three pushing (this is one seriously heavy car) and with a slight downhill grade on the street they got it rolling and Fred shoved it in top gear and it started. Not wanting to risk it conking out he just gave a wave and kept going. He only went a short distance when he was faced with a set of traffic lights in the process of changing to red. When he put his foot on the brake he found the pedal layout to be different to what he was used to, the accelerator on this car is between and below the brake and clutch pedal. He put his foot on the accelerator and went right through the red light still chugging in top gear. Luckily the other cars hadn't got moving yet. Having survived that, he drove the rest of the way home without stopping and still in top gear. When he got there, Dad showed him the starter switch sticking up from the floor. He also noticed a bit of a smokescreen behind the car.

The car was sound but a bit tired. The paint was faded and the seats were tattered, and after a few days he found the car was using more oil than petrol. Fred realised he was going to at least have to give it a ring job. But on the bright side the car came with the original owners handbook which gave all the dimensions and tolerances of every part of the car. Pulling the engine down was no problem, he had done all that with the Austin 7. This one was bigger, that's all. After measuring the rings he found them to be within tolerances but they had lost their tension. With help from the

tradesmen toolmakers at work, he was shown how to machine up his own rings from a disk of cast iron. Valves were a problem too as they were all burned and nobody kept valves with such long stems. Adelaide Steamship Co were able to supply some blanks for a tugboat. He was able to turn those down to size and was also studying heat treatment at work, so was able to temper them.

He bought that car in about 1962 and with the rings and valves replaced the car became his everyday transport and for a typical young bloke of the time that also included stuff like shooting and even did the 24 hour CAMS reliability trials. Every young feller has to see how fast his car will go, Fred found this one would pull 100MPH no probs. That was until one day his brother forgot to retard the spark before hitting the start and it backfired. The carb on this car was a Johnson model R. It was made of die cast alloy, had a 2" throat and a large bulbous section at the bottom of about 4 or 5" diameter containing a brass flapper valve allowing air to go in, not out. When it backfired it closed the flapper valve and blew to bits. Getting a replacement proved impossible, and finding any carb with similar proportions similarly impossible. The 2" throat was the main problem. He had to settle for a carb off a petrol Commer truck with a 1 1/2" throat. It runs well but since then the best speed has been 80 MPH. This happened around 1964 and ever since then Fred has been searching for a replacement Johnson model R. He found one in Canada a long time ago and after he had paid for it, it arrived

*A bit of a task when he bought it, but Fred reckons it's been nothing but fun since. £40 was quite a good price for a car like this at the time. And an apprentice would have been getting less than £5 a week.*



in due course only to crumble to bits when he dismantled it. The die cast was rotten. The good news is the day I interviewed Fred for this story, which was at the 2016 Bay to Birdwood, he had finally laid his hands on a proper carby for his car. It isn't the Johnson model R but is a Zenith which was an optional carby from when the car was new.

But the Graham Paige was still going fine when around about 1969 he decided to fix it up so it was to be like new again. He bought a Jag to drive around while fixing it up and then pulled it all to bits, only to strike a small problem, he met a particular girl, Noelene. The Graham Paige stayed in bits.

When they decided to get married, Fred discussed the idea of finishing the car to use it as the wedding car but when Noelene asked for an estimate as to how much that might cost, they both decided that the new household starting would be better off with a new fridge, washing machine and furniture than a shiny old car. And then there were kids, and all the challenges of kids growing up, plus running a farm, so it languished in bits in his Mum's shed for twenty years, until the year 2000 when they entered it in the Bay to Birdwood Run that year. Fred had decided to just put the engine back together again and they did the run, not with it all flashed up, but just running. That completed, the restoration was done bit by bit, without putting the car completely out of action. And while the plan of having it restored for their own wedding never came about, it was complete and was used as the bridal car for their daughter's wedding in 2006.

*Bits are difficult to find for these vehicles. During it's period languishing in Mum's shed, amongst other things, one taillight went walkabout. A replacement was found*



### **Repair Mistakes & Blunders**

With thanks to the Rockauto newsletter

When I was in college, I owned a "very used" MG Midget. After a few years of service, it had become very apparent that the engine needed a complete rebuild. Since my grandfather had owned an auto repair shop, and my father was also a mechanic, I assumed that enough information and skill had rubbed off on me to tackle the rebuild task by myself. The engine block was machined, with new over-sized pistons and a remanufactured cylinder head installed, and I replaced all of the rod and main bearings on the crankshaft. After the rebuild, I proudly started the "new" engine only to hear a loud rod knock. I was devastated. I was so careful with every detail during the rebuild. How could I have messed this up?

I was about to start tearing the engine back out of the car when my father happened to walk into the garage to see how things were progressing, and I had to confess about the knock. We started the engine again and my father bent over the engine to listen to the knocking noise. While it was running, he reached down and pulled out the oil dipstick... and the knock disappeared! He made a slight bend in the dipstick, reinstalled it and the knock was cured. Somehow, during the rebuild process, I had bent the dipstick so that every time the crankshaft rotated, a rod journal contacted the dipstick, with the result sounding just like a rod bearing knock.

Randy in Nevada

## Beezer business

By Shani Bryceton

For the past 8 months, Ty Modra has spent most Saturday mornings at the QANTAS hangar in Parap (Darwin NT). The hangar is the home of the Motor Vehicle Enthusiasts Club (MVEC) and boasts an impressive display of vintage vehicles, machinery and paraphernalia. Club members are also able to work on their cars and bikes at the hangar, and utilise the large collection of tools / sand blasters / hoists / ramps and so on to assist in the repair and restoration of their vehicles.

Ty has been restoring a 1956 D3 BSA Bantam Major. Ty's grandfather Robert Modra originally bought the bike in Greenock (SA) in 1966. Ty is planning to restore the BSA to a point where he can ride it with reliability. He has been allocated a space at the hangar where he can work on the BSA, complete with his own work bench and shelving. He has a wonderful mentor in Peter Grice, who has been meeting with Ty at the hangar every Saturday morning to guide him through the restoration process.

Earlier this year, we heard about the Robert Shannon Foundation. The Robert Shannon Foundation was established in 2003 to perpetuate the memory of Robert Shannon, founder of Shannon's Insurance, who died unexpectedly in March 2000. Robert was an avid classic car enthusiast, who especially enjoyed his 1930 Invicta S Type. He was a strong supporter of the historic motoring movement and was concerned that it was not attracting enough younger people, particularly in the areas of the preservation and restoration of classic vehicles.

The purpose of the Foundation is to encourage people under the age of 30 to become involved in the restoration and preservation of veteran, vintage, post-vintage, historic 50's, historic 60's, historic 70's and historic 80's vehicles up to 30 years old. The Foundation provides financial grants to help with the purchase of specialist tools or equipment, assist with the actual cost of restoration work, and contribute toward any project considered worthwhile by the Trustees. With the support of MVEC, Ty submitted a grant application to the Robert Shannon Foundation, requesting financial assistance with the



*Ty with his BSA Bantam*

BSA restoration..Last night at the MVEC annual general meeting, it was announced that Ty had been awarded a \$1,000 grant. Ty is the first-ever NT applicant to receive a grant. He is also the youngest-ever grant recipient Australia-wide. John Palamountain, a delegate of the Australian Historic Motoring Federation (AHMF), presented Ty with a plaque and a cheque for \$1,000. A wonderful moment for Ty, a proud moment for MVEC and Ty's supporters, and good news for the BSA! Stay tuned for more BSA updates over the coming months.

*Ty receives a \$1000 cheque and a plaque from John Palamountain, accompanied by his dad, Tim, and mentor for the restoration, Peter Grice.*





# Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801

Established 1986

## President's report for the Motor Vehicle Enthusiast Club Inc. AGM 2015-2016

I would like to acknowledge and thank the dedication of the members in Darwin who took the time from work and personal lives to contribute to the day to day operation and running of MVEC and the Hangar. To Leo who is here five and a half days per week from 7.30 in the morning until 5.00 in the afternoon and until 1.00 on Saturday afternoons, Tom who is here with Leo, Pete the Plumber who fills in for Leo as required Mike who keeps our membership up to date, Bob who is kept busy keeping our supplies up to date, Dave who battles away at our asset register, not an easy task. To Pete Grice who over the last few months has mentored young Ty Modra who is restoring his grandfather's BSA Bantam.

The same goes for our Katherine branch members for the colossal work and effort they have put in to their Katherine clubhouse and ablution block. Also for the welcome and help they give to interstate car club visitors travelling to and through Katherine plus organising regular runs and events this year including the A Model Ford Visit, the Rejex Rally the toy run and the Citroen Raid earlier this year.

Also a big thank you to Secretary Shayne, Treasurer Julie and the committee for their effort and help for the last 12 months.

### Membership.

As at the 16<sup>th</sup> of October 2016 including our Katherine branch current MVEC membership stands at 795 members made up of the following:

<u>Darwin:</u>		<u>Katherine</u>	
Life Members	6	Life members	4
Family members not including minors	192 = 382	Family members not including minors	67 = 134
Single members	<u>245</u>	Single Members	<u>20</u>
<u>Total</u>	<u>637</u>	<u>Total</u>	<u>158</u>

### Club Registration Scheme

In Darwin we have 266 vehicles including 87 motor bikes on current club registration

In line with the MVR CRS Guidelines I strongly encourage members with club registration to attend at least some club events in the coming year.

### Finances and Audit Report

We continue to bank with Bendigo Bank, our financial position is strong, Treasurer Julie will give the details in her report tonight.

### Donations to Charities

This past year MVEC continued to give time and financial assistance to various charities in line with one of the objects and purposes of our club, including monetary donations to Careflight, Nightcliff and Palmerston Lions clubs for activities for disadvantaged and disabled children, running of the BBQ at the Aviation Museums Open Cockpit day for Legacy and donating of the proceeds of the BBQ to legacy.

### MVEC Model A Restorers group

From a suggestion put forward by Noel Neil at the Ipswich Australian National Model A Ford rally in 2012 the 24th Australian National Model A Ford rally to Darwin turned into an outstanding success, starting in Katherine on the 22nd of May this year and finishing with a BBQ breakfast on 29<sup>th</sup> May in Darwin.

A big vote of thanks to the members of the committee set up to organise fundraising and run the event. Including Kath, Noel, Glen, Carroll, Ron, Chris, Cathy, Baz, Doug, Sheryl and Trish and MC Daryl,

### Newsletter and Webpage

Ted continues to put out our monthly newsletter that can be viewed on the free website [mvec.weebly.com](http://mvec.weebly.com) or by email direct from Ted at [longtelescope@gmail.com](mailto:longtelescope@gmail.com). Our website will be updated shortly in keeping with our change to NBN Thank you Ted.



# Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801

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## Hangar activity and Club Events

- Our Telstra/Bigpond NBN is now working as of September.
- The Hangar phone number has changed it is now (08) 89424839
- The club Email has changed it is now [Mveclub@bigpond.com](mailto:Mveclub@bigpond.com)
- Pete Grice was successful in obtaining a government grant for a four post hoist due to be delivered next week
- Our application to the Robert Shannon Foundation for a grant to assist TY Modra aged 12 in restoring his grandfather's BSA Bantam motor bike was granted thanks to John Palamountain from Shannons
- Arts and Museums are in the process of doing an upgrade in the kitchen and other areas in the hangar
- The 55 inch TV can now be operated remotely thanks to John and Craig.
- We have hosted several events at the Hangar this year
- Regular visits by the various tour operators are a daily occurrence due the increase of tour ships to Darwin
- We will shortly call for volunteers to keep the hangar open on Sundays for the cruise ships and other visitors
- Our monthly meetings continue to attract up to 50 members.
- Tim continues to provide us with goodies free of charge from his Fannie Bay Outback Bakery for our monthly meetings, thankyou Tim
- To John and Steve for the work they carried out on the police Honda and the MVEC Honda thank you.

## Activities have included

- The Monthly Motor Bike runs for our bike members
- The Christmas dinner at Nightcliff Sports Club last November
- 26 January 2016 Australia day Ute Run
- 19th Feb Friday. Bombing of Darwindisplay day at the hangar
- First Friday of each month Chrome Bumper Display at the Fisherman's wharf
- 2nd May open cockpit day at the Aviation Museum.
- 25<sup>th</sup> April Dawn Service and ANZAC day parade through Darwin
- 9<sup>th</sup> July Gangsters Ball at Berry Springs
- 10<sup>th</sup> July MVEC Classic Holden Car Club cricket match Batchelor
- 17th July Taminmin Darwin to the Doo run and swap meet
- 30<sup>th</sup> July REPCO Show and Shine
- 1<sup>st</sup> August Rejex rally
- 2nd to 4<sup>th</sup> Sept Centre Nats in Alice Springs
- 22<sup>nd</sup> August Katherine show and shine
- 4<sup>th</sup> Sept Father's day at the Hangar
- 24<sup>th</sup> Sept Distinguished Gentleman's Ride to raise awareness of prostatecancer. Thanks to the efforts of our members led by Dan leather who organised the ride and collected \$28000.00 for the cause.

Peet Menzies  
President MVEC

# MVEC's Christmas Dinner



**Nightcliff Sports Club. Camphor St, Nightcliff.  
26th Nov. 6.00 PM for 6.30 start.**

<b>Cost</b>	<b>Members and friends</b>	<b>\$25</b>
	<b>Children 16 and under</b>	<b>\$12.50</b>
	<b>Children 10 and under</b>	<b>free</b>

Payment must be made by the day before for catering purposes.

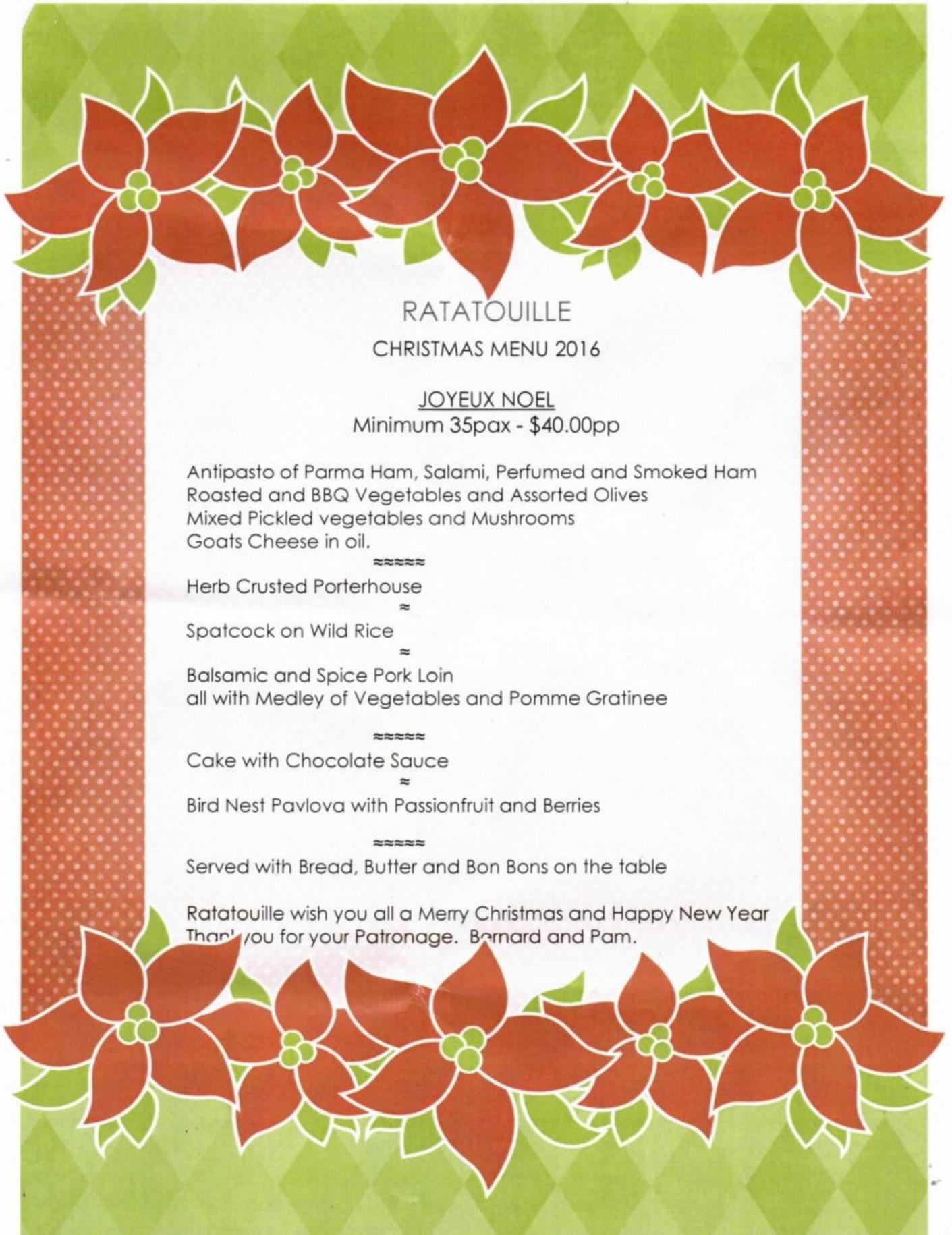
1. Place your payment in an envelope in the lectern at the Hangar with names of all attendees, or
2. Pay online at Bendigo Bank BSB633000 ACC 142473552 include name, number and XMAS, or
3. Mail to PO box 911 Darwin 0801, include cheque & names **BEFORE** the night

## KRIS KRINGLE

To enter our MVEC Christmas Kris Kringle raffle, **each person** wishing to take part is asked to bring a wrapped present up to \$10.00 value to receive a ticket in the draw. Each person in the draw will receive a prize



# The Menu for Christmas Dinner



## RATATOUILLE

CHRISTMAS MENU 2016

### JOYEUX NOEL

Minimum 35pax - \$40.00pp

Antipasto of Parma Ham, Salami, Perfumed and Smoked Ham  
Roasted and BBQ Vegetables and Assorted Olives  
Mixed Pickled vegetables and Mushrooms  
Goats Cheese in oil.

~~~~~

Herb Crusted Porterhouse

~

Spatcock on Wild Rice

~

Balsamic and Spice Pork Loin  
all with Medley of Vegetables and Pomme Gratinee

~~~~~

Cake with Chocolate Sauce

~

Bird Nest Pavlova with Passionfruit and Berries

~~~~~

Served with Bread, Butter and Bon Bons on the table

Ratatouille wish you all a Merry Christmas and Happy New Year  
Thank you for your Patronage. Bernard and Pam.

### **Hyosung GV Aquila EPI 250**

2009 model motorbike  
Very good condition.  
Cheap rego \$2600  
In Darwin  
Geoff 0497763895

### **1936 Morris 8/40 soft top ute**

Engine rebuilt  
New paint and upholstery/carpets  
New tyres  
And a trailer load of spares (guards, doors, gearboxes, motors etc)  
On club rego \$10000 ono

### **1950 Jowett Javelin**

Original upholstery/ new carpets  
New interior, hood lining  
New tyres  
New paint  
Good condition all round  
On club rego \$5000 ono

Phone Mark 89881268

### **Street Machine magazine**

Yvette has a collection of 20 years of Street Machine magazine to give away.

Call Yvette 0400 160 994 or [yvetteheyns@gmail.com](mailto:yvetteheyns@gmail.com).

**The Motor Vehicle Enthusiasts Club  
extends it's thanks to  
Shannons Insurance  
For it's continued support for  
the club**



### **Free stuff**

Get your free ads in here  
Give stuff away, sell stuff, get information, find a lover. Got a story to sell? Whatever you like.  
Email Ted at [longtelescope@gmail.com](mailto:longtelescope@gmail.com)  
Or phone 89886049

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

### **Previous editions**

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

### **Daimler-Jaguar**

2 Daimler-Jaguars for sale  
\$11000 each  
Phone Brian 0407 881 167 for more details

## **WOTS ON THIS YEAR**

**Come along and enjoy!**

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

**26 Nov** Christmas function at Nightcliff. See attached flyers for details and menu.

### **Older men scammed!**

Women often receive warnings about protecting themselves at the mall and in dark parking lots.

This is the first warning I have seen for men. I wanted to pass it on in case you haven't heard about it. A 'heads up' for those men who may be regular customers at Home Depot, Costco, or even Wal-Mart.

This one caught me totally by surprise. Over the last month I became a victim of a clever scam while out shopping. Simply going out to get supplies has turned out to be quite traumatic.

Don't be naive enough to think it couldn't happen to you or your friends.

Here's how the scam works; Two nice looking, college-age girls will come over to your car or truck as you are packing your purchases into your vehicle. They both start wiping your windshield with a rag and Windex, and they are almost falling out of their skimpy T-shirts. (It's impossible not to look) When you thank them and offer them a tip, they say 'No' but instead ask for a ride to McDonald's.

You agree and they climb into the vehicle. On the way, they start undressing. Then one of them starts crawling all over you, while the other one steals your wallet.

I had my wallet stolen September 4th, 9th, 10th, twice on the 15th, again on the 17th, 20th, 24th, and the 29th. Also October 1st, 4th, 8th, twice on the 11th & 12th, and very likely again this upcoming weekend.

So tell your friends to be careful. What a horrible way to take advantage of us older men. Warn your friends to be vigilant.

Wal-Mart has wallets on sale for \$2.99 each. I found even cheaper ones for \$.99 at the Dollar Store and bought them out in three of their stores. Also, you never get to eat at McDonald's. I've already lost 11 pounds just running back and forth from Costco to Home Depot, to Wal-Mart.

### **Sometimes it DOES take a Rocket Scientist!! (true story)..**

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity.

The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the Windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken shot out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow..

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

Rolls Royce responded with a one-line memo:

"Defrost the chicken."