

# Motor Vehicle Enthusiasts Club

No 12

**AUG 07**

# TRANSMISSION



**The voice of the Motor Vehicle Enthusiasts Club**

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

## MVEC vs CHCC INTERCARCLUB WORLD CRICKET SERIES AT BATCHELOR 2007

### MVEC VICTORIOUS !!!

Why would a bunch of car freaks get involved in a boring game like cricket? More exciting watching the grass grow on the field I reckoned. A momentary slip of concentration and I found myself heading for downtown Batchelor to defend the Motor Vehicle Enthusiasts Club's untarnished record of losing to the Classic Holden Car Club in the annual one day cricket series. By the end of the day I was a changed man. A ripper of a day and being part of the team that broke the precedent and WON the day was the icing on the cake.

As I waited beside the Stuart Hwy near the metropolis of



*To get the vibes right we got the feel of the prize before the match. It paid off! That's Chris, Peet and me, Ted.*



*Gun batsman Johnny Price bewilders a Holden driver*

Noonamah I was awed by the sight of a seemingly endless stream of classic Holdens. Absolutely beautiful! But wait. Where are the motor vehicle enthusiasts? I see only one. Our leader Peet in his gleaming Studebaker. This game might be a bit one sided? Ah well... we will see who else turns up. Chris Armitsted was already there in his Studebaker. He left early and got there early. With passenger we now had 4 cricketers. John Price and family rolled up but only John was playing. 5 players. Looking good as 1 MVEC player is worth 2 Holden players. We also had a couple of double agents who are members of both clubs and those good Holden drivers also lent us a couple of their blokes. Ladies were playing on both dices too. The Holdens won the toss and elected to field and poor sucker me had to bat first. Aaaargh! Well it wasn't as bad as I expected and



*Holden driver holds his hands in vain after Chris Armitstead demolishes the ball.*

after whacking balls and running for seemingly ages I was told I had to go as I had the maximum number of runs allowed. Beauty, now I could take pictures. That was ok except when I could see a ball heading for my lens ala funny home video style. It missed. When our club had finished batting we retired for lunch and those Holden fellers sure bring good tucker and lots of it. MVEC personell Chris and Peet cooked it though. After lunch MVEC were the fielders and we had to chase those balls the Holden people whacked all over the place. They hit a couple of sixes which took the urgency out of chasing the ball (did I mention I hit a couple of fours). It was all over surprisingly quick and when the score was called out we realised that an historic event had occurred....We WON!



*Double agent Wilco chose the right side.*



*Peet reckoned we could be the American car club with Studebaker, Pontiac, Studebaker. Studebakers are 1913 and 1963. No Pommie cars on this day.*

## Trucks Trucks & more Trucks

Most of us motoring enthusiasts seem to associate with collections of cars. Recently there was a Sunday brunch organised to coincide with a visit to Les Wilson's to check out his truck collection. To me this sounded like something a bit different and I looked forward to the visit. Unfortunately circumstances prevented it from happening so I found a different reason to visit Les but I soon realised the scope of his collection means this report is just an introduction and there will be a more in depth one at a later date.

I was steered in the direction of Les Wilson as I had



*Nancy Polishuk drove this 1928 Dodge to Daly River about 1955*

recently acquired a 1928 Dodge Standard 6 sedan and it just happened that Les had the remains of one he wanted to get rid of. I Realised that when parts are available for these old cars you should never pass up an opportunity so I rolled into Les' driveway.... Straight away I knew I was in friendly territory as there was a large trailer loaded with all sorts of good stuff, all from seriously vintage cars. Just behind that were a couple of old trucks silently resting in the shade of a tree. I hadn't reached the gate yet! Beyond the gate was an avenue of rusty relics with a blitz truck guarding them. In amongst them was the reason for my visit, the 28 Dodge. Les explained that this car came from a lady, Nancy Polishuk, the author of the book "Life on the Daly River" and is the very car they bogged on their way to Daly River in the nineteen fifties with all their worldly possessions and got stuck due to an early wet season storm. The car was bogged till the next dry season! If you haven't read the book, go get it from the library or a re-release from the bookshop, its really good reading about the territory in the fifties. Back to Les Wilson's place. Once I had absorbed the rusting relics and found time to turn around there was the largest undercover area chock full of trucks you could imagine. They seemed to go on forever. Actually they aren't all trucks, there are some cars amongst them. Les says he is starting to clean the place up and all will look better in a short while. I as-

sure all you readers that the place sure looks pretty good to me right now. Amongst the first row there are a couple of spaces. The normal occupiers of these spots are at the Darwin wharf starring in the movie with that lady we all love, Nicole Kidman. So Les has movie star trucks as well.



*'34 Inter still runs after 50yrs idle.*

There are about 15 trucks here. About fifteen cars too. Most of them have come from down south somewhere. Les built a triaxle trailer which tows beaut behind his Landcruiser. He just goes down and trailers them back. No worries! One of Les' favourites is a 1934 C40 International from Burra in SA which is up in the wheat country. It had been sitting around for 50 years in a shed when the spot it had occupied was wanted for something else and was turfed out into the paddock. Lucky it wasn't there for long before Les travelled down, bought it and trailered it home. Once off the trailer he couldn't resist sticking some petrol in it and a battery. It fired up no worries and idled perfectly with absolutely no work at all. Not bad eh! There is even a die cast model on the front seat showing how it looked new. On the door of the miniature it states "Wilson's Grain & food".

This truck shares a large shed with some cars in-

cluding a mint EH and a Statesman. Next door is a 1946 vintage light truck which Les got as a basket case from Rene, a past treasurer of this club. The catch is the basket is a pile of parts from various models so it is not just a construction kit, but a mixture of several jigsaw puzzles. Never mind, it is running. To prove it Les drove it into the shed. We will return to this treasure trove in a later issue.



*Les swapped an airconditioner for this International towtruck.*

*It is a beauty. The signage looks fairly normal but read it properly and you see "Despair Motors 2.4 hour towing, Anywhere, Anytime, Maybe."*



*It was a basket case but it goes now*



*Its not all trucks and showroom cars. This little Morris needs a polish and new plugs.*

## Hood Bows Dept

All you Robin Hood fans can sit back down, this is some thing totally different

At our last monthly meeting a visitor, Allan Giltrap from Ballarat was kind enough to address the meeting and hand on skills involving making hood bows for tourers and convertibles that use laminated wooden hood bows (for those who still don't know what I am talking about, they are the curved frames that hold the canvas roof up on an old touring car). Why would someone from Ballarat, where you can buy just about anything at the swap meet want to make hood bows? There are two answers. Firstly they are bloody expensive, hundreds of dollars, and you need up to six for a car. Secondly it is very satisfying to make them yourself and the cost of making them is minimal using Allan's method.

First you need to make a jig to make your bows on. The outside curve of the Jig is the shape your bows will turn out with one small exception. You need to make the jig with the bottom of the bows being 5/8" narrower each side. When you release the finished article from the jig it will spring out the 5/8" end then will be square. The curve from the flat roof section to the side is always a 1 foot radius. Make the Flat bit across the top 1" box section. On Allan's jig the curved bit on the outside is 1" plate oxy cut to the required shape but you can fabricate it from lighter material, it needs to be rigid and flat and 1" wide around the outside. You also need to have a method to clamp the bow to the jig as you make it. Allan has lugs attached to his jig and uses bolts around the curve but you can use lots of any type of clamp you like. You will need lots of them.

The material used is 3mm MDF sheet. You can buy it but it is commonly used as a packing sheet around bundles of thicker MDF or ply etc. These sheets are commonly binned so you may be able to get them for free. If worst comes to worst and you have to buy it, its not expensive. Next you saw or get it sawed into strips 1 1/4" wide. You need 12 strips for each bow. If you end up with odd lengths, no worries you just overlap the joints. For glue you can use epoxy but Boncrete, which is used for waterproofing concrete works great and is extremely cheap, does the job perfectly. A 2kg tin will make a complete set of bows. Unfortunately most people will have to buy the Boncrete.

To actually make the bows you lay one of the strips of MDF on your jig then glue another on to it, then another on to that. To be practical you can only glue a couple of strips on per night, clamp it all up then the next night clamp a couple more on until you get all twelve on. When the bow is built up to the required thickness which is 1 1/4" and the glue has set, release all the clamps and viola! You have your bow but with a rectangular cross section. To get it to the correct railway tunnel sort of

shape, merely sandpaper where necessary. The bottom will normally be left flat. Once you have the required shape you merely have to seal it with several coats of varnish. Keep adding coats till it stops soaking the stuff up and then till you reach the required finish. To the underside of your laminated bow you bolt a piece of 1"x3/16 flat steel using 2"x1/4 coach bolts. This is the bit that bolts to the body of the car.

Road runner carpet glued over the part where the roof rubs on it makes it easier on the roof vinyl. With reference to the diagram, bows 2,3&4 are made 2" higher than the windsreen and bow 1. Bows 2 and 4 attach to bows 3&5. Bow 1 attaches to bow2. Bow 1 which is the bow that lies horizontally and attaches to the windscreen has a piece of hardwood attached as per the diagram. Depending on the length of the posts at the top of the windscreen frame the thickness may vary from 1/2" to 1". The flat steel part of the bow has lugs welded to it to attach the hardwood.

Presto, you now have el cheapo real expensive and good looking roof bows!

### Parts list

2—1200x2400 x3mm sheets MDF cut into 30mm strips.

1—2kg tin Boncrete.

36—2"x1/4" coach bolts

5—Pieces 1"x 3/16 flat steel 2" long. These are welded to the inside of the front bow to bolt to the piece of hardwood.

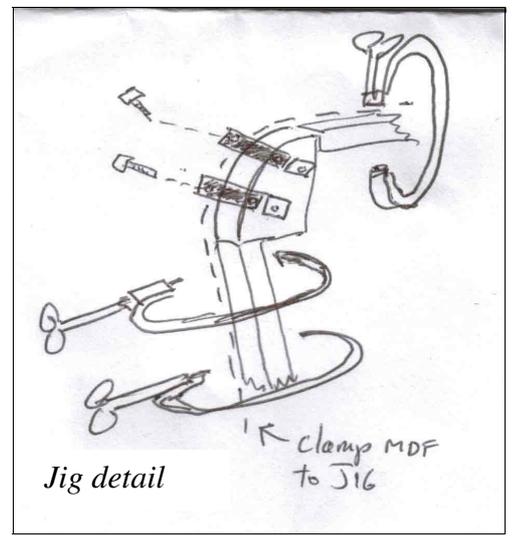
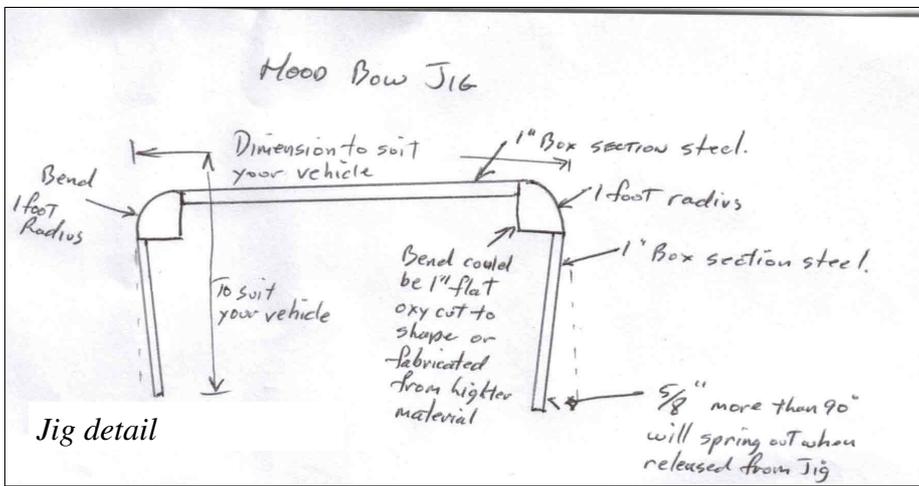
1— Piece of hardwood 6"x1". This is for the front bow which sits horizontal on top of the windscreen frame. The fixture on most windscreens is a 1" pin so you have to reduce the thickness of the hardwood to about 1/2 " to get the retaining clip on.

8—Pieces 1/2x1/8" flat steel 2" long. These are welded to the 1x3/16" strengthener on the bows so you can bolt the approx 18" steel strips

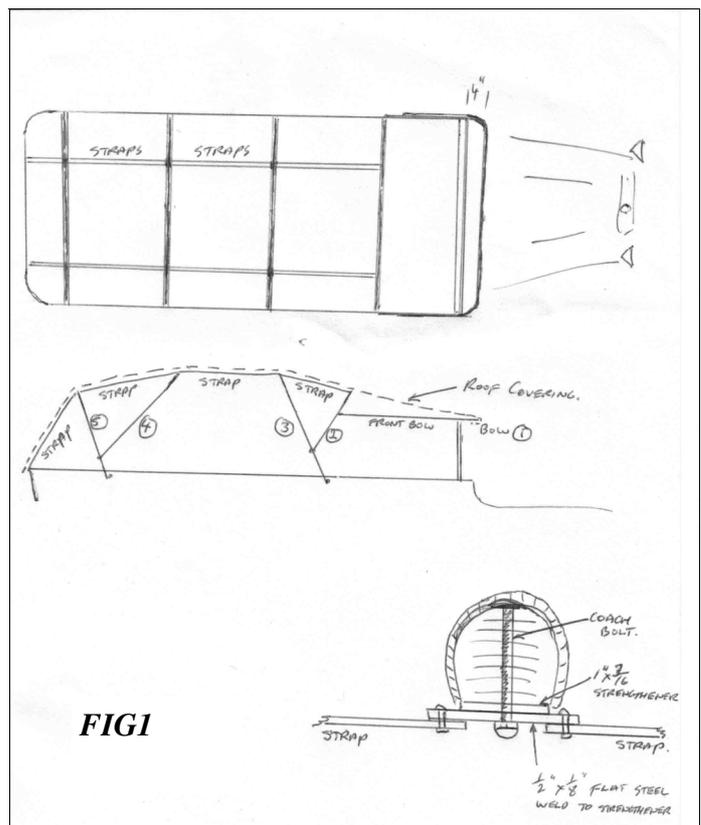
8—Pieces 1/2 1/8" flat steel approx 18" long. The length is determined once you have made the bows. This steel holds the bows in position regardless of the roof material. "Strap" in diag 1.

50approx—1/4" dome nuts

But wait, there's more. You can use the same technology for all sorts of things. Allan has used the same technique to make steering wheels and various other parts with great success. Allan has restored a Star roadster and a tourer and his current project is a T Ford speedster.



Persons receiving this publication by email have had the diagrams reduced in size to make the Transmission a viable file size for emailing. You can zoom in to view it better and if you like I will email you the diagrams separately. Email request to [propellers@bigpond.com](mailto:propellers@bigpond.com)  
 Diagram on page 9 treated similarly. Any instructions need clarification email propellers etc.



# Cars on the World Wide Web

By John Price



Getting back to classic cars this month with a visit to the **Chrysler Imperials Club** webpage at



<http://www.imperialclub.com/>



This is an American webpage dedicated to everything about Chrysler Imperials from 1926 to 1993. They have a vast Library of Photos, profiles, specifications, technical information and interesting facts on these American Classics.



It will take a while to venture through the myriad of pages here that also include many photos of sales literature and Technical service videos. There is also a collection of movie clips that include Imperials as stars of the silver screen.



**The Hillman Club of South Australia** is at [www.sa.hillman.org.au](http://www.sa.hillman.org.au).

Here you can find a good source of information on all things Hillman, from where to buy spare parts to a gallery of Hillman models, Brochures and technical manuals.



**And don't forget** if you go to [www.shannons.com.au](http://www.shannons.com.au) you'll find the Shannons Insurance website to find out all you need on Car Insurance. They also host many Car club websites, including ours. From their home page click the tab labelled Car Clubs, then on the next under "CHOOSE YOUR STATE" select Northern Territory and click "GO", you'll then find a list of the car clubs in the NT that have chosen to have a web site here including, Motor Vehicle Enthusiasts Club (that's us!!)

### Creepy Crawlies?

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### How to do it.

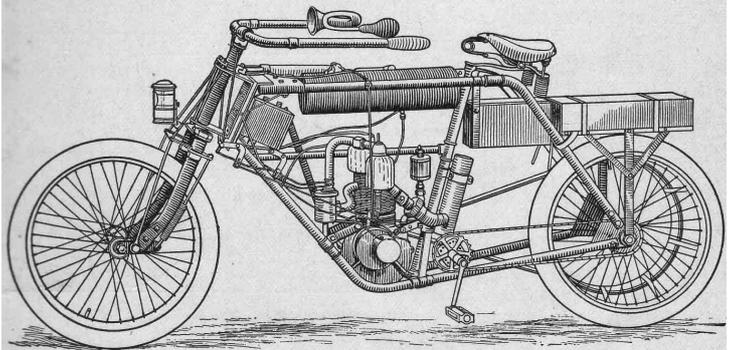
Brian Bates has provide us with a bunch of articles from a 1911 edition of Popular Mechanics. They are pretty neat. There will be one each month.

### Home-Made Motorcycle

The frame of this motorcycle is double throughout and made from 3/4 and 1-in. gas pipe and pipe fittings. A piece of round iron was inserted in the pipes at each bend to make sure of a rigid frame. No threads were cut on the pipe and the tees used for the cross ties were reamed out, slipped over the pipes, and fastened with a pin.

The construction of the forks make them very strong and springs were attached as shown

The wheels and engine were taken from an old and



The Frame Is Made Entirely of Pipe and Fittings

very light runabout. The belt wheel attached to the rear wheel is made from band iron and attached with lugs to the rim. This belt wheel is peened with a hammer in the center to make the crown. A double-ply 2-in. flat leather belt is used to drive the machine. The rear wheel is fitted with a ratchet sprocket, so the engine may be started by peddling.

The complete motorcycle weighs 310 lb., has a 70-in. wheel base, 26-in. wheels and a 4-hp. engine.-

- Contributed by J. O. Turner, Franklin, Ky.

### Congratulations to these motoring enthusiasts on becoming members of our club

Jeff & Naomi Gardiner of Gunn – 1974 Mercedes,  
1979 Holden Statesman

Malcolm White of Bees Creek – Triumph

Steve Moller of Millner

Barry & Barbara McKenzie of Noonamah

Bryce & Fae Burrows of Alice Springs – 1960 Morris Mini Minor

Jullian Ricci of Bayview – 1974 VW Beetle

Niall Barrington of Katherine – 1977 Moke;

John Kendall of Ludmilla – 1971 Chrysler Royal

Gary & Paula Gore of Wagaman

Bo Wharton of Darwin

Len Corfield of Virginia - 1948 Vauxhall

Adam & Terri O'Brien of Tindal - 1963 MGB

Roger Berenguer of Malak - 1976 Datsun 120Y

Stan Perron of Wanguri – 1928 Chrysler

Jeff & Donna Marsh of Virginia – 1971 P6 Rover &

1976 Triumph Dolomite

### Memberships Due

All you old members out there, don't forget to renew your membership. It expired on 1st July.

## From the Prez.

### Trev and Pauline's Great Mystery Run

Trev and Pauline will be hosting a mystery run on the 26<sup>th</sup> of this month, the only details they have let out is that we will be starting from the Hangar and finishing at Fannie Bay for a sunset BBQ, how we get to Fannie Bay will be handed out on the day.

#### Details:

Date 26<sup>th</sup> August 2007

Meet at Hangar by 3PM for handout of instructions on how to get to Fannie Bay by 6PM

For those that can't follow Trev's instructions or can't make it by 3PM join the rest at Fannie Bay around 6PM opposite the entry to Lake Alexander.

Bring your own food, champers, and soft drink Trev and Pauline will supply the tea and Coffee

### VCC Registration and Membership renewals

Thanks to those who have renewed their MVEC membership for this year, for those who haven't and own a VCC registered vehicle, keep in mind that you must be financial to retain your VCC registration. MVR Bulletin R2 obtainable from the MVR or MVEC explains the requirements.

### Film Australia

The great Baz Lurhman film starring Nicole Kidman and Hugh Jackman finally rolled through Darwin and MVEC members supplied the vehicles used in the Darwin wharf scenes, thanks go to Les, Leo, Darren and Jarred for making their vehicles available

Peet

A gas station owner in Mississippi was trying to increase his sales, so he put up a sign that read: **FREE SEX WITH FILL-UP**".

Soon, a local redneck pulled in, filled his tank and asked for his free sex. The owner asked him to pick a number from 1 to 10. If he guessed correctly, he would get his free sex.

The redneck guessed 8, and the proprietor said, "You were close, but the number was 7. Sorry...no sex this time."

A week later, the same redneck, along with his buddy, Bubba, pulled in for another fill up. Again he asked for his free sex.

The owner again gave him the same story and asked him to guess the correct number.

This redneck guessed "2" this time, and the proprietor said, "Sorry, it was 3. You were close, but no free sex this time."

As they were driving away, the redneck said to his buddy, I think that game is rigged, and he doesn't really give away free sex."

Bubba replied, No it ain't, Billy Ray. It ain't rigged. My wife won twice last week."

### ITALIAN PASTA DIET

#### IT REALLY WORKS !!

1. You walka pasta da bakery.
2. You walka pasta da candy store.
3. You walka pasta da Ice Cream shop.
4. You walka pasta da table and fridge.

You will lose weight!

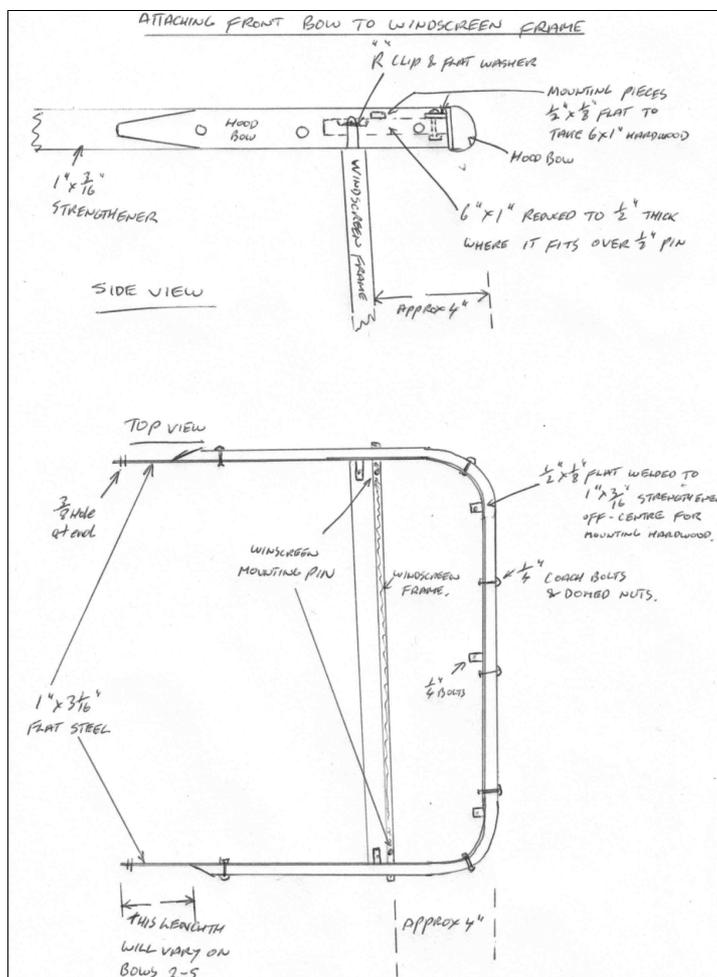
And ...

For those of you who watch what you eat, here's the final word on nutrition and health. It's a relief to know the truth after all those conflicting nutritional studies.

1. The Japanese eat very little fat and suffer fewer heart attacks than Australians.
2. The Mexicans eat a lot of fat and suffer fewer heart attacks than Australians.
3. The Chinese drink very little red wine and suffer fewer heart attacks than Australians.
4. The Italians drink a lot of red wine and suffer fewer heart attacks than Australians.
5. The Germans drink a lot of beers and eat lots of sausages and fats and suffer fewer heart attacks than Australians.

#### CONCLUSION

Eat and drink what you like. Speaking English is apparently what kills you.



**Bow no 1 detail (windscreen bow)**

## Whats happening

**Aug 26 Mystery run**, Pauline and Trev to organise. See Peets section 2 pages back. Fun guaranteed.

**Sep 1<sup>st</sup> Flying Fox Festival** Katherine

**Sep 2 Fathers Day – Open Day** at the hangar. Bring your interesting old stuff for show and tell.

**Sep 30 – Progressive Dinner** Lyn & Brian to organise. Start fasting now.

**Oct 28 – Evening Dripstone Cliffs**

**Nov 25 – Breakfast Sunset Restaurant** – Casino

**Dec 8<sup>th</sup> Christmas Dinner** Palmerston Club. Real good night!!

Remember..you don't have to have a VCC car to come to these events. We are all enthusiasts regardless of which car we drive. Just come and enjoy yourself.

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