

Motor Vehicle Enthusiasts Club

No 134

DEC 2019



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

Merry Christmas



Holly is running the show this year for Santa. If you want her to visit your address on Christmas eve, you had better be nice!

Ducky Clements

I didn't meet Ducky under the best circumstances. After driving nearly 4000km to Forbes, NSW, I attempted to drive my model T off the trailer but it wouldn't start. A bit of sleuthing found a dead short in my starter motor, not a good thing so far from the home shed and with a veteran rally starting tomorrow. "Ducky's got model T's" someone remarked, and I was introduced to a local, Ducky, who let me unbolt a starter motor off a model T engine he was working on in his shed. And so I was able to be part of the rally to which I had travelled so far. (Phew!) Ducky certainly saved the day for me, but he also gave me a tour of his shed and it's pretty full of neat stuff.

The first thing that caught my eye was a 1910 model T. Ducky has been a wool classer for many years and in his work he gets to see the insides of sheds way out in the sticks. Maybe 50 years ago he spied the model T, but it was 30 years ago that he asked the owners if they were interested in selling it. They were, but it was certainly not cheap. What made this vehicle desirable was the fact that it had not been mucked around with. It appears someone may have started to do something with it as the front wheels were off it and wrapped them up in a tarp. The tyres were not worn but so brittle. The headlights had also been carefully stored in a box dating from the seventies, but the rest of the car was just as it had been parked. Not remotely like pristine condition mind you. It was very used but absolutely complete.

The history of the car started when a cocky bought it new, but it became apparent it was not suitable for the job he had in mind, and he had bought a Chev with a tray on the back. The model T was then used by his wife to drive to town. It was then sold and moved to Uralla where it lived out its life on another farm. Being an early model T there was no electric start, so the new owners swapped the engine for a later model with a starter motor. The original motor did not have provision in the castings to fit a starter. The car was then used till it was no longer wanted and luckily it ended up abandoned in the shed instead of the dump.

When Ducky took possession of it it was a bit battered and one guard had rust holes, but anything that wasn't

The engine that's out getting fixed doesn't have an inspection cover in the sump to fix rattly big ends. Another unusual early un-feature.



Everything on this car is exactly as when it was found. A time capsule. Note the unusual headlight lenses. Lots of other stuff never seen before too.



The T was loaded with optional extras. Note the speedo, headlights. Has shockers too!



attached was hanging in the rafters of the shed . The timber bits had had white ants, and the tinwork had plenty of dents but nothing major that was impossible to fix. The original aluminium bonnet was hanging nearby and apart from a couple of very minor dings, was perfect.

Seeking originality Ducky would recondition any part rather than replace it. To fix a rust hole in a fender, he welded in a section of another guard just so the car would keep its original set. Naturally the rotten or termite eaten timbers had to be replaced, but because they were still in existence they could be copied exactly as the originals..

Same deal with the upholstery. Rats had had a considerable chew on them, but there was plenty left as a pattern to keep it all as it was at new. But the modern engine with a starter attached was just not part of the desired picture. A bloke had bought an early model T engine at a farm clearing sale at \$100 with some stuff as scrap. Ducky bought it off him for \$500 plus 2 dingo traps. He then had it reconditioned. Unfortunately on its first long run one of the main bearings failed and the engine is out getting reconditioned again. Ducky reckons that engine will end all up costing him \$11000.

But there is more than old cars in this shed. But just about every space has some neat item in it. And there are separate collections of all sorts of stuff. Soldering irons, soda siphons, bottles, rocks, matchbox cars. There is even a skull from a Bunyip. Really! And the one really outstanding item is the collection of shearing equipment. It is permanently affixed to a covered tandem trailer that opens out to a magnificent display, but it is such a tight fit through the doorway of the shed that we had to let the tyres down so it would clear the top of the door way. That happens every time it gets opened as there is not enough room for it to open in the shed. It's a pretty impressive turnout and just to prove it there is a first prize ribbon from the Royal Sydney Easter Show.

And of course there is another shed with more model T's . Both set up for mining operations. Neither of these cars have been restored to pristine condition. Did I mention that Ducky prefers his vehicles to look their age?

Come for a brief walk around Ducky's place....



The box on the back is a reconstruction of what was there. The fancy brackets are the originals. The tow-bar is an addition.

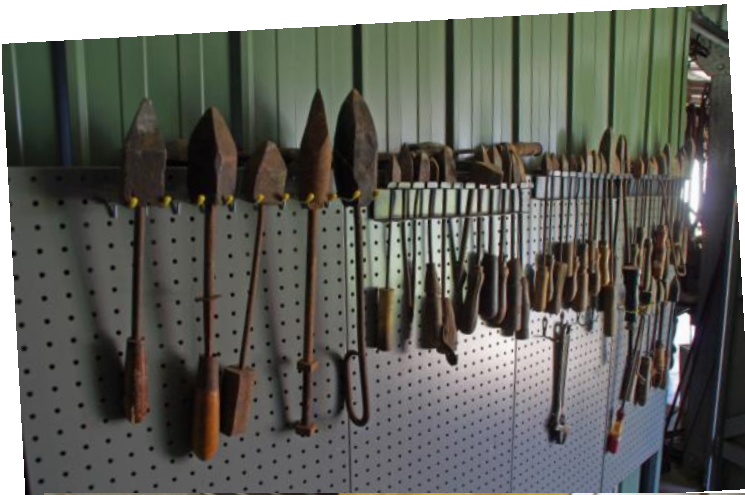


The upholstery is also a perfect reproduction of what was there, including the seat on the back, still stuffed with horsehair. The leather to cover them was donated by 3 reindeer. Imported from Switzerland.



A genuine Bunyip's skull





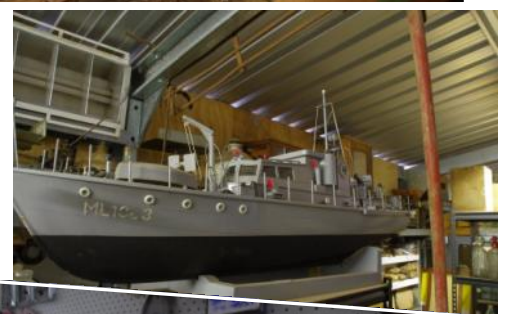
Fancy a soda siphon? Ducky has 700 of em, all different. Has every one they ever made from Broken Hill. There are 150 different soldering irons.

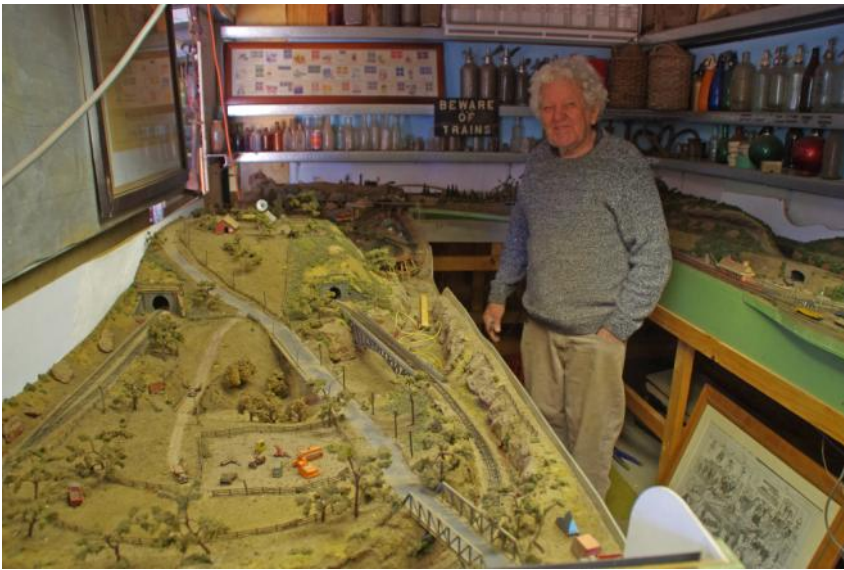


There are rooms within the shed containing different themes. This doorway (above) leads into a very extensive model railway. (right) There are bottles too.



Stands to put your iron on, teaspoons, matchbox cars, a large model warship, scales for weighing gold.





Another room another railway. Part of the display is a model of Tullamore railway station at 1910. Still under construction!

You name it, there is probably one here someplace. Remember the photos are only a small snapshot of the collection.

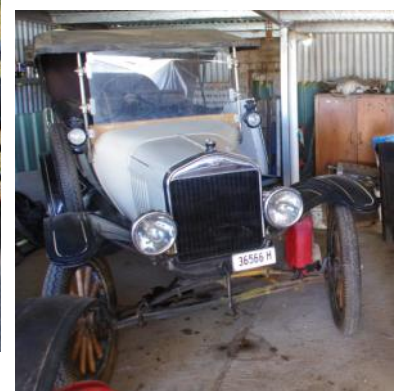
The top part of this display (right) is spark plugs. The bottom display is not so obvious, being a collection of tools for tamping the sand around the pattern during the process of sand casting.



Above: 1917 TT truck carries the more heavy duty mining equipment.



Ducky's 1923 model T is the ideal vehicle for prospecting (Left). No need to worry about scuffing the paintwork. And a tourer for more genteel travelling. (below)





Ducky's shearing display won 1st prize in Sydney in 1999. Some of the stories behind individual items are a bit far out. For the 3 handpieces below, he paid \$15000. For another single one, \$20000. (to the right)



Another instance was paying \$2000 for a particular model, then getting another one a week later for \$1 at a clearing sale. Another time a bloke wanted to buy an item Ducky had paid \$1 for.

The bloke wanted to buy it for \$350 but didn't have the cash on him. Another feller overheard the conversation and offered \$2000 for it. He got it!



The trailer opens out both sides. The other side, apart from lots more equipment, is animated. The blurred figures in the photo is a sheepdog chasing a sheep across the display while all those sheep alongside the track excitedly jump up and down and around. They get their animation from a model T camshaft underneath. Its all pretty tricky.

And there are manual shears too!



What's the wheel for I asked? If you didnt have an engine driven shearing stand, Mum would crank that wheel around to power the shears while Dad did the shearing.

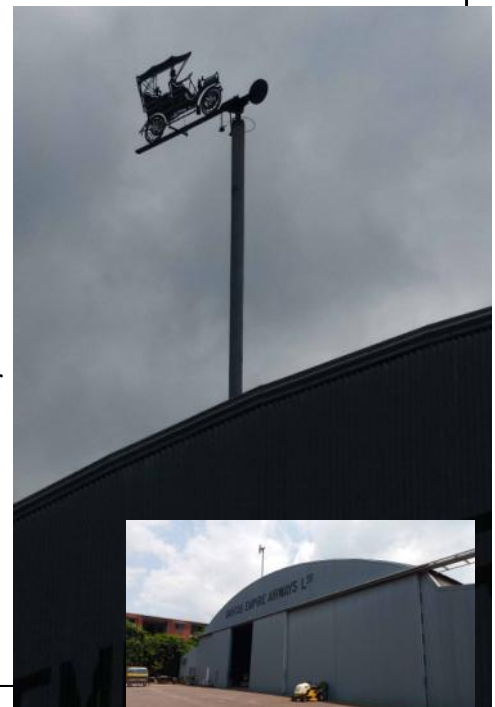


Remember “Flubber” and the flying model T

Leo decided that most of the time the wind sock that is supposed to fly from the roof of the hangar, spent most of its time tangled around its pole. And Leo wasn't about to climb up and untangle it. For that matter neither was anybody else.

So the wind sock became an eyesore.

So one day Leo had a brainwave, have an old car there flying around like it was running on flubber. A bit more interesting. The biggest problem was finding a suitable photo of an old car to make a silhouette from. After searching through all the books at the hangar to no avail things were looking a bit grim, but 3 months later someone came up with one. The problem had been to find a side on view. Most of the photos are taken from a front or rear quarter view, side on is quite rare. But once a suitable image was found and fed into a computer, out came this beaut silhouette cut from 5mm aluminium plate. Leo made the swivel from a Holden front wheel hub but didn't realise the car looked like it was going to jump over the moon until later. The moon is a counter weight and is 1” thick steel. The light circular ring below is a safety measure should the car ever get away. The ring is meant to catch it and guide it down to the base of the pole.



Rommel's Operation VW Ambulance Recovery!

By Rommel

Well Good afternoon fellow MVEC members,

Some of you may have read my previous stories in the club magazine and for you that haven't my name is Andrew member 808 like the (old Mazda if you remember them) I travel to Darwin for a two week break at the beginning of December every year, which I have been doing so for more than ten years. I used to live in Darwin myself but I reside in Melbourne now and I cannot believe how much it changes every twelve months and how much more TRAFFIC there is every time I arrive! Some of you may have met me at The Hanger (I think more like the Bunker) just joking, where over the years you may have seen the old VW Transporter there which I use for the duration of my stay in the NT. I usually get picked up by my friend Hubert when I arrive where we will then pass by The Hanger and say hi to the old guard. I will usually get a remark haven't you picked the NT clean and those that don't know me I am a Volkswagen man so don't worry.

I have been wanting to write a few stories of my travels around the NT for some time and finally it has come to that time. I love travelling around the NT. In general it is really the last frontier and I realise this is changing fast because more people travel up here and you really don't even need a four wheel drive anymore to get to 99% of places! So every man and his dog is here.....or more like his four wheel drive and caravan are here now! This having been said I am here at the beginning of the wet season so a great time to travel around as everyone (tourists) have gone south.

The old VW Transporter I travel around is a 1989 and is possibly and viable because of one main reason, the Club Permit Scheme. I have been involved with the permit scheme since its early inception in Victoria which began in the early nineties and am the club permit officer for the club down there. Basically, our scheme works if the vehicle is 25 years and older and roadworthy it can go on it. Also ,what was a game changer a few years back was the log book which allowed 90 days travel anywhere in Australia for any purpose! Prior to this it really was limited to only some club events and test drives around the block.

This brings me to my next point, this scheme has possibly saved more old vehicles than you can imagine! More so in the southern states I think! Never the less if you look round you rarely see cars from the 80s let alone the 70s whether be-



Extremely Rare! Showing its best side! Would you believe the front wheels still turn!



There are a couple of identifying features making it Factory VW Ambulance. If look closely at the top tailgate you will notice it is a solid panel and the opening handle at the top. It is hinged from the bottom also. This is because the stretcher was loaded in from the rear. It was made at the Hannover VW factory in Germany in 1966 as an Ambulance and would have been a special order vehicle to the Australian Armed Forces.

ing driven or sitting in paddocks. Most would say a ten year old car is so old now! Even cars from the 90s are getting hard to find. Annual rego costs are around \$800 a year and if you have an old car which isn't something special but you just like, but only drive it once a month paying the \$800 or more might be too much so off to the scrap heap it goes! My point being, people love different cars for different reasons and the club permit scheme saves some of these cars! Even those vehicles that are not desirable, collectable or even special in any way!

Having mentioned undesirable cars in Melbourne we have places called PickaPart. Basically a supersized wrecking yard. There are over 2000 cars in some of these yards. You bring your own tools and take what you need. There is a price list on display which you look up for the part required, then you find the part and simply remove it! Having said that it is a good place to go and practice removing a part or parts because if you break it, it doesn't matter! I am sure people are either very bored or come to do their practice as you always see engines and gearboxes out and just left on the ground! Then wonder what that was in aid of? Whichever part it may be costs the same if it is off a Rolls Royce or Toyota Corolla. The cars you see there is unbelievable and what is most surprising they have been driven there because people simply just don't want them or they are trade in from dealers and they are not interested in doing a couple of repairs to keep them on the road. What is most surprising is the fact some may not even be 10 years yet. So going to these wrecking yards looking for something old ie pre 2000s is a waste of time, but brings me to the point of where did all those particular vehicles disappear too?

A few years back most would remember when the price of scrap metal went through the roof! This is probably one of the biggest turning points for old cars. The obvious thing is everything and anything was getting scrapped! Most that jumped onto the band wagon weren't car people and simply in it for the dollar! If they were to see a yard full of old cars no matter what condition, model, make, they simply scrap it. Then you had the mobile car crushers travelling around, also where they had never ever been before turning everything into sardine cans. This true for a lot of NT and top of WA, not leaving even a hubcap behind. So brings me to the point. Why now there is very little to nothing left lying around. Even old wrecking yards that had been around for decades and decades full of old wrecks were cleaned up! Ie the two Katherine wrecking yards are a good example.



*It appears when abandoned it was a complete Bus.
Makes you wonder?*



*Just a close up showing the back tailgate. Even the
VOLKSWAGEN badge was still there on LHS corner*



*This a shot of the floor looking in from the driver's side
only a little rust! But if you can make out the steel frame
that was part of the factory conversion for the cabinets
inside the Ambulance..*

So when I travel around the NT now and as I have done in the past I always stop at the rubbish dumps. Points of interest I call them! Not when you have your girlfriend with you they aren't! You never know what you may still come across while there and you may even meet a local who points you in the right direction of something you're looking for. It is also amazing what people remember and how many times I have been pointed a stone's throw away from something of interest which is literally under your nose.

Over the years I have been up and down the Stuart Highway left my little WANTED VW leaflets on notices boards in Adelaide River, Pine Creek, Katherine and wherever with not much success.....even ran a couple of ads in the Territorian. But you don't give up !!!

Anyway on one such trip I was in Adelaide River just filling the VW with fuel. I started chatting with some bloke who had just pulled up also where he told me about some old cars near the War Cemetery. I had been here countless times before, never heard or seen of any wrecks? Anyway he explained roughly where they were and I thought so close? Sorry if you have never been to the War Cemetery in Adelaide River, unbelievable place well worth a look. It is amazing job who looks after it always an immaculate place to visit!

Anyway the road leading to the cemetery follows the river round and piled up in the scrub near the river's edge there was supposed to be a group of cars? I have been here before and never seen anything? So I thought I would have another look anyway. I looked and looked couldn't see jack shit! As just as I gave up and doing a U turn in the VW something caught the corner of my eye sight. I saw what some would call Rusty Gold literally! (Not Even Scrap) I got out to take a closer look. Between all the lantana I think you call all that green shit that grows down by the river's edge, I spotted something that resembled a car. What I found down there was a group of old cars which had been to hell and back. They had been pushed into a pile and burnt almost beyond recognition. But there it stood, an old Kombi. It turned out to be a very rare factory VW Ambulance Kombi about a 1966 model. Which more than likely served its time in Darwin in either the army, air force or

Captain Rommel

navy. Even though it was totally burnt out, you could see it had retained a lot of its original ambulance features! There is nothing salvageable from it! It isn't worth anything! But it isn't about the money that I'm here for, it's for I suppose really the hunt and the adventure of it all which is priceless. So its like man down! Which means you cannot leave him behind! So I spent the rest of the day recovering it! It now resides at my friend's property in Howard Springs.

You never know what you may find out there

Happy reading
VWAndy aka Rommel



Unfortunately too far gone, but saved never the less!



IAN AND SUE OATES

1923 PROPERT BODIED T ROADSTER

The ~~cover~~ car this month is a 1923 Propert bodied T Roadster originally made in Sydney. The Propert Company is a very similar story to Duncan and Fraser in Adelaide. The Propert brothers learned their coach building skills working for a firm near Bathurst which made Cobb & Co. coaches. They wanted to start out on their own and they realized that most of their customers were in the Big Smoke so they moved to Newtown, a suburb of Sydney, where they established a factory turning out buggies, landaus, jinkers as well as electric trams. The business thrived and factory expanded until the horses days were numbered by the new fangled contraption called a motor car. They soon saw an opportunity to build bodies on imported running chassis to avoid import duty on complete cars and the T Ford was a popular car, so they made their own version as well as providing bodies for other makes of cars, also offering a modern replacement body for old cars as well.

When the 1930s arrived it was time to innovate again, as most cars were arriving fully built for the showrooms, and being ahead of the game they came out with Australia's first folding caravan made of bondwood with a central hinge mechanism which reduced its size by half. The vans were equipped with ice box and metho stove and are sought after by vintage caravan collectors. There is a



Propert van in the Birdwood Mill on display, and the Company still exists today making kitchen appliances, scales, etc. You may recall licking the beaters of a green handled mixer your Mum had which was made by them.



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Accommodates 3.

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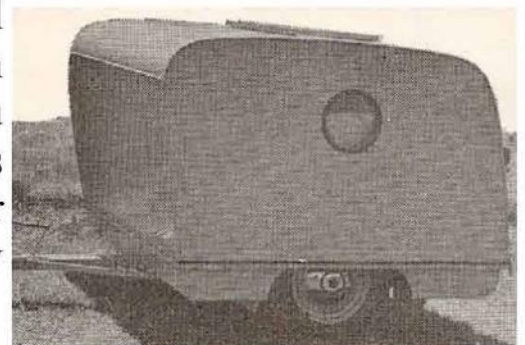
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Our car was ordered by the son of one of the Propert brothers. He wanted it to “Go” as well as stand out, hence the red paint and the addition of Hayes wire wheels, a Ruxtell Diff and Frontenac OHV Head and exhaust manifold. The Properts also had the option of lowering or creating an underslung chassis using Laurel lowering brackets which placed the front spring in front of the axle, and the rear spring behind the diff, and increases the wheel base by 3 inches. In keeping with a lower, sleeker look, the Properts located the fuel tank under the rear tub in the tourer, and behind the seat in the roadster, further lowering the overall effect and using a vacuum tank for the fuel supply. A handy aspect of this is that the fuel cap is external, so it is just like filling a modern car without the jump out and remove seat as with traditional “T”s. The extra wheelbase also allows for a longer cowl which makes for a very comfortable driving position with the lowered steering column. The only other Propert bodied T that I know about is a Tourer, owned by Jim McKern in Sydney. Apparently others exist in various states but I am unaware of where they are.

At some stage in the late 1920’s the car moved to the Nagambie Shepparton area of Northern Victoria where it remained until 2013. It was known locally as the Red Spider. In the 1950’s the late Col Anderson found the T in a neglected state in an old shed at Shepparton, and set about restoring it to its former glory.



The hardest part was the cowl, where he contemplated using new sheet metal, but due to the complex curves involved he persevered with the original to do a superb job. The car was then rallied extensively, where it came to two of our S.A. rallies, and is pictured at Belair National Rally in 1986 at T Jamboree. The car was sold to another nearby local, Bruce Feldtman of Dookie in the early 1990's and a tidy up and spray job in Porshe two-pak red and mechanical overhaul had it looking as good as new. Bruce is a retired mechanical engineer and made new axles and crank shafts for Model T's for many years, as well as full engine re-builds for a number of veteran and vintage cars. When he re-built the engine in the Red Spider, he wanted strength, so in went a counter balanced Model A crank, rods and gudgeons as well as over-sized rear axles with needle roller bearings and needle roller for the fourth main, a distributor and Stromberg downdraft carburettor supply the bang, along with the high lift camshaft. Bruce and his wife had a lot of fun in the T, he described as "speedy", and it was rallied extensively, as I remember spotting it at the Geelong rally in 1997. When it came time to sell, the local car club members wanted it to remain in the area, so it was placed in the Shepparton Motor Museum with a For Sale sign in 2013. Well known racing identity, the late Clem Smith was visiting the area in one of his vintage Hudsons, and paid a visit to the Museum, where I am told his partner liked the colour, and Clem liked the performance parts on it, and a deal was done, including a full engine rebuild, which I have photos of send by Bruce to Clem Smith.

We spotted the car on the internet at the clearing sale of Clem's 45 car collection, held at Mallala Motor Sport Park late last year. There was a large crowd present, and I expected spirited bidding, but we were the only bid, which surprised us, but it ticked a lot of boxes for us, with a starter, and locking boot, and it is a great looking little T.

Ian Oates.'

It is not the employer who pays wages – he only handles the money.

It is the product that pays wages.'

Henry Ford

From the Rockauto newsletter.

Back in the mid-90s, when I was a full-time mechanic, I prided myself in troubleshooting driveability problems, check engine lights, emissions failures and such. That became my primary role in the shop. Instead of spending most of my day spinning wrenches, I was typically armed with an OBD scanner or DVOM. So when a customer came in with a sweet little 1966 Mustang (a recently purchased retirement gift to herself), complaining of poor gas mileage and lackluster performance, it seemed like a break from the doldrums of checking engine codes and a return to a time when things were simpler...or so I thought.

She dropped the car off, and I took pleasure in driving it a number of times to replicate her issue, except that I could not; it always ran great. But when I pulled the spark plugs, they were pretty sooty, but would clear up after I drove it a few times. I hated to waste her money replacing parts, but every few weeks she would be back with the same complaint. I even drove the car home a few times and calculated the gas mileage, which at about 15 MPG, seemed reasonable for a V8 with a 4bbl and no overdrive. I ended up rebuilding the carburetor, adjusting valves, replacing points and condenser, etc... and the problem continued, except I had never experienced it.

Finally, I asked her to take me for a ride so I could pinpoint the exact moment she experienced the issues. Well, it took less than a minute to realize the problem. When she got in the car, the first thing she did was pull out the handle for the manual choke and hang her purse on it. Then I understood why she said it ran fine at first, then worse the farther she drove. The word "choke" had worn off the handle over the years and she mistakenly thought it was the fresh air vent. At her request, I put a new choke cable on it, and we laughed about it whenever she came in for work on one of her other cars.

Cedric in Illinois

Some feedback re Perkolilli



Well, that brought back memories....I used to fly with the Dusties at lake perkolili, here's a photo of me sitting on the roof of our XB falcon tow-car at Perko...oh and a skimpy on the bonnet with a mining engineer (the mining engineer is the one with the shirt on) .. From Peter Harris



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 2018-2019

Welcome everybody to this year's AGM, I start by again thanking Leo who opens the hangar for visitors each day from 7.30am in the morning until around 5.00pm five days a week then again on Saturdays until around 1.30pm, unfortunately Leo's offsider Tom has been very sick the last few months we wish him well and a full recovery. To Mike who looks after our membership database so well and Dave our inventory expert, Bob with his magic card who looks after the Hangar supplies each Wednesday, Steve Bow, Steve Hall, Paul, Jared and Neil for your help and assistance through the year, thank you. To Pete our vice president, Shayne our secretary and Julie our treasurer thank you for the hard work you have put in. A big thanks to Warren who has decided not to stand for the committee this year thank you mate for all your help. A special thanks to Suzy, Jenny and Jailee who have helped so much both in the Hangar and at our charity events. Young Tom Van Bruggen our 14 year old Barista and Hangar Guide thanks for the fantastic job you do we need more like You.

The magnificent Paella you will have tonight has been made onsite by Steve Moore, sweets are courtesy of Tim Modra thank you Steve and Tim.

Katherine Branch

At the end of this financial year our Katherine Branch members decided to break away from MVEC and form their own club called KVEC short for Katherine Vehicle Enthusiasts Club. MVEC wishes them all the best in their new endeavor.

Membership.

Our membership currently stands at around 520 people the figure includes both singles and partners

Club Registration Scheme

The last report from MVR shows we have 381 vehicles on the Club Registration Scheme as at 01/10/2019 made up of 92 motor bikes and 289 other vehicles.

Finances and Audit Report

We continue to bank with Bendigo Bank, our treasurer Julie will give you an update in her report on the bank details and audit report, tonight.

Donations and help to Charities

This year we continued giving time and financial assistance to various charities and organisations including Lions Clubs of Nightcliff and Palmerston, Legacy, Care Flight, help for the Military Museum for their 50th anniversary, The aviation Museum for their Open Cockpit day and Vickers Vimy commemoration event plus various Palmerston council events.

Newsletter Webpage Facebook and Information for what's on

Ted continues to put the popular MVEC Transmission out every two months all Transmissions from 2007 to present day are available on the free website mvec.weebly.com

Our Scribe Warren sends out a regular email message the date and when club events are going to happen, if you are not getting them let us know by sending your preferred email address to mvecclub@bigpond.com marked attention Warren.

The Darwin MVEC Facebook continues to list coming events as well as interesting posts from users.

Some of our Hangar and Club Happenings this past 12 months include.

- The monthly bike runs for our bike members
- First Friday of each month the combined car clubs chrome bumper cruise at Fisherman's Wharf
- 11th November members attended Adelaide River commemoration end WW1
- 10th December members/vehicles attended 99th year commemoration Vickers Vimy arrival in Darwin for Fannie Bay Historical Society
- 29th January 2019 Australia day Ute Run
- 19th Feb Friday members/vehicles Bombing of Darwin display at Cenotaph and the Military Museum
- 19th Feb amateur radio club set up radio station at Hangar broadcast message from 19th Feb 1942
- 11th March members brunch at Military Museum
- 25th April members vehicles part of ANZAC day parade
- 27th April club open day Military Museum
- 5th May open cockpit day Aviation Museum
- 7th July MVEC CHCC cricket match Bachelor we lost
- 11th August MVEC camping weekend at Coomalie airstrip
- 1st September Father's day open at Hangar
- **Hangar Visits** this year has seen visits by schools from Darwin and Palmerston districts, schools for disadvantaged children, bus tour for people from Pearl Nursing Home, Darwin Day Tours continue to bring visitors to the Hangar several times each week, several community events have also been held and catered for by our volunteers.
- Members also attended various other likeminded club events

Peet Menzies

President MVEC



Motor Vehicle Enthusiasts Club Inc.

ANNUAL GENERAL MEETING

26th October 2019

At the OLD QANTAS HANGA R, MacDonald Street PARAP, NT.

1. Opening: 6.40pm

2. Present: As set out in the Attendance Book

3. Apologies: As set out in the Attendance Book

4. Treasurer's Report:

Motion: **That the Auditors Report be accepted.**

Moved: Steve Hall Seconded: Peter Grice

5. The Current Auditor, BDH Consulting, be reappointed.

Moved: John Palamountain Seconded: Peter Grice

6. President's Report:

See attachment

Motion – **That the President's report be accepted.**

Moved: Suzy Kleehammer Seconded: Warren Kleehammer

7. That the Minutes of the last AGM be accepted.

Moved: Bob Sharpe Seconded: Wilco Vansyl

8. The Chair to declare all positions vacant.

9. Election of Committee for 2019-20:

President: Peet Menzies

Vice President: Peter Grice

Secretary: Shayne Harris

Treasurer: Julie Danvers

Nominations for Committee

See attachment

10. The Chair advises that no new by-laws came into effect during the past year.

11. Motion: That MVEC re confer honorary memberships for: Bob Kennedy, Laurie & Debbie Feehan, Graham Toner, Ron Green & Jack Clissold.

Moved: Steve Hall Seconded: Bob Sharpe

Meeting closed at : 7.23pm

WANTED BSA Parts

M20, B33, A10, C15 and Gold star models.

Phone 0429852861

Steve

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Or phone 89886049

Deadline.... The end of the month.

Lucas Magdyno information wanted.

I believe the wiring inside the dynamo part of my magdyno is wrong, or bits are missing and I am after someone who is familiar with the insides of them. Also how it is supposed to be connected with the regulator. Off a 1935 BSA.

Any advice would be appreciated.

Ted 0490495214 longtelescope@gmail.com

Previous editions

All previous editions of Transmission are now available at mvec.weebly.com

Hub bolts for wooden wheels

The Veteran Car Club in Perth have had a bunch of high tensile bolts for holding wooden hubs together, manufactured, and are selling them cheap as a service to old car fixers. They will also build wooden wheels for you at a very competitive price.

Contact Graham McDonald. 0418910841



3/8 Hub bolt & nut

High tensile carbon steel **grade 8.8**

1-100 - \$1.82 + GST = \$2.00

100-300 - \$1.72 + GST = \$1.90

300 + \$1.64 + GST = \$1.80

- . Manufacture and fit new wooden spokes to your old wheels
- . Manufacture and fit steam bent timber felloes for veteran wheels
- . Steam bend hood bows for Veteran and Vintage cars
- . Make new or repair body & door timber for Veteran & Vintage cars
- . Supply new 3/8 hub bolts & nuts (manufactured to our specifications)

Veteran car club of WA (inc)

Wooden wheel & body timber workshop

Graham McDonald

mbil. +61 418 910 841

email. gmcDonald3@bigpond.com

or contact _____

THESE ARE DOWN CUT BROWN-BUILT SHELVES WITH 3 AND 4 SECTION SPARE PARTS TRAYS .
NO USE FOR THEM ANYMORE SO TOGETHER OR SEPARATE THEY MUST GO.

ITS CHRISTMAS SO THESE ARE FREE - JUST COME AND GET THEM .

PHONE: DAVE ON 0490 246 781 TO ARRANGE A TIME – SO EASY!!



The tarnished brass blues

If you own a car with some shiny brass bits you may have had times when you cursed the need to polish the stuff. My car had recently been out in the weather for 4 months including dirt roads and rain and mud. But a function is coming up where it would be nice for it to look shiny. It definitely didn't look shiny at the moment and I remembered what a task it had been last time it had been neglected out in the weather and that was only 2 months and no dirt roads. I started rubbing with that purple polish and although there was a patch of shine appearing it was bloody slow and hard work. Then I remembered a recipe Ducky had told me of. Corn flour, salt and brown vinegar. I snuck inside and raided the pantry with a couple of teaspoons of each and enough vinegar to make a slurry. I really didn't expect a lot, but I slopped some on the radiator with some hand towel. The result was instantaneous. It went from a dull dirt brown to shiny brass immediately. The bug splats needed a bit of a rub and then a rinse and the radiator looked quite respectable, even shiny. Not a brilliant shine but quite respectable and then it was a very small job to give it a rub with the normal polish to get that brilliant shine. So there you go, some bits from the kitchen, cost nothing and did the job with a fraction of the work compared to expensive polish.

Stuff on the net

One cylinder cars generally mean veteran, but ad chrome bumpers and independent suspension and what do you get? Have a look at the video and make up your own mind.

<https://www.youtube.com/watch?v=ULQ6196Tfds>



The next time you reckon the traffic is a bit heavy, spare a thought for the poor people commuting in Peking

<https://youtu.be/obvUpKLswW0>



To be 8 again.

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off, he asked what she'd like to have for her birthday.

'I'd like to be eight again', she replied, still looking in the mirror.

On the morning of her Birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, popcorn, a soda pop, and her favorite candy, M&M's. What a fabulous adventure!

Finally, she wobbled home with her husband and collapsed into bed exhausted.

He leaned over his wife with a big smile and lovingly asked, 'Well Dear, what was it like being eight again'?

Her eyes slowly opened and her expression suddenly changed.

'I meant my dress size, you idiot !!!!'