

Motor Vehicle Enthusiasts Club

No 139

OCT 2020



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



A typical photo taken on an instamatic camera back in the seventies maybe? Actually it was taken a couple of weeks ago in the Adelaide Hills near the end of the Bay to Birdwood Run. It's a pretty neat affair.

Adelaide's 40th anniversary Bay to Birdwood

I have said it before. If you are interested in old cars, you really need to check out Adelaide's event, the Bay to Birdwood Run. Its bloody fantastic! At a glance it is just a 70 odd km drive through the suburbs and into the Adelaide hills, but the people along the way make it a lot more than just a drive. It seems like just about everyone there is an old car enthusiast, and pretty enthusiastic ones at that.

The event this year was a bit different format than normal as it was the 40th anniversary. Normally they call it the "run" for older cars one year and the "classic" for late fifties and sixties cars the following year. But being the special occasion they combined them for this time. I was going to be travelling past on my way to the National Veteran Rally in Swan Hill so took the opportunity to enter many months ago. Then the bloody virus happened. They cancelled the Swan Hill event but it looked like the Adelaide one would probably happen (or I hoped pretty hard.) Anyhow I headed off and once I got to SA I got an email confirming the event was going ahead but with a couple of restrictions. There were to be no spectators in the marshalling area at the start or at the Birdwood motor museum grounds at the end. Also at the start you were supposed to stay in your car. That's great for people with roofs and heaters and such, but not much fun if it's raining when you have no roof. Nevermind, the start and the finish have previously been a great time to take in the great variety of cars and drivers, and passengers. Lots of people go to great pains to deck their cars and themselves out for the occasion so removing the chance to mingle seemed like a pretty deep cut. But the most worrying restriction was that the authorities forbade the organisers from encouraging spectators to line the route. Instead they were encouraged to watch a live coverage on TV and on the net (how sick can you get!!) I did watch a bit of it on TV later as it just happened to be on where we stayed the night and I can assure you watching it on the goggle box is about as exciting as watching weeds growing. You really have to be there to feel the vibes.

The week previous sported the most miserable cold and wet weather you could imagine so we trailed our model T the 300km from where we were staying and parked the trailer up at the wife's sister's place on the opposite side of town and late in the arvo drove the T about 40km to a motel near the start at Glenelg. A bit chilly but with plenty of clothes and no rain all was good until I came out of the motel office after booking in to find the battery dead. I had to push the car to our room. I sat Shirley in the driver's seat to steer while I pushed. She complained about the steering being heavy. Maybe the power steering wasn't working. So here I was in a strange town with a dead battery at 5.45pm Sat evening just



Our run almost didn't even start, but the RAA saved us with a new but very expensive battery.



Sights you don't regularly see in your average motel car park. Sadly one of the old Dodges had its fan hub disintegrate at about 100 yards from the finish and didn't complete the run.

after every shop had shut. There were other old car people in the motel but they were all rock ins from elsewhere just like us. No one had any idea where you might buy a battery after hours around here. Someone came up with a site on the net where they will bring a battery to you anywhere, anytime. I quickly rang the number. When I told the bloke where I was he couldn't help me. The person that serviced my area was locked down in quarantine at the Victorian border. Can you imagine coming all this way and not being able to be in the event just because you couldn't buy a battery. Someone suggested the RAA, the local equivalent of the AANT and Shirley is a member of AANT. So I asked her to call them to see if they could bring us a new battery. Then she tells me she left her purse at her sisters and her membership card is in the purse, so she rang her sister to find out sister has gone out for the evening and so can't look in the purse for the required info. Things were looking grim. But. There in my wallet was an AANT discount fuel card and on it was Shirley's name and membership name. I found AANTs phone no on the net and when it rang it was answered by RAA. Things were looking up. The bloke on the other end of the phone asked for the make, model and year of the car and didn't bat an eyelid when told it was a 1915 model T, and in a very short time the recue van rolled up and out slides a drawer with just about every type of battery ever made. It was seriously expensive but I was pleased to get a battery at any price. It turned out RAA were one of the sponsors of the event and even had a couple of historic service vehicles in the run. And they got plenty of business during this run. We saw them plenty of times working on old cars during the event. I was up early Sun morn to find a servo and fill up with fuel and was surprised to see a mob of pedestrians crossing at the traffic lights and all of them carrying folding chairs and the occasional esky. It was still before 7am and chilly and these were spectators finding their best vantage point already.

As we were driving a veteran car we had been invited to meet up with the other veteran cars and head to the start as a procession and with their anti-virus measures in place vehicles would head out in the same order as we arrived, that way the veteran vehicles would then all travel together the whole route. This unofficial meet up was the only chance we got to mingle with other old car owners and check out the machinery.



The veteran cars got together before they proceeded to the start area. That way they could avoid the virus restrictions that came into force once we became part of the run.



You couldn't just leave a carful of lovely ladies whose car wouldn't start! They were all smiles once the 1918 Dodge fired up.



And when we did arrive at the official start it was quite a contrast from other years. Normally the spectators would be several deep at this point. With the lack of crowds it made you a bit apprehensive of what was to come. We needn't have worried....

I am not quite sure why, but whenever there is a group such as this, I always seem to miss the bit where someone calls "move em out". The first thing I notice is everyone is in their cars and heading out down the road. Most of em have windscreens, I notice, and they don't have to don extra clothing and a flying helmet and goggles and gloves to prevent freezing to death. Anyhow I was just getting my gear on when I noticed the 1918 Dodge tourer full of ladies still in the carpark with us. I had assumed they were just running late, same as us. But no, the problem was their car wouldn't start. They declined my offer of help as they were concerned we would miss the start, but you couldn't just abandon a car full of ladies all dressed up and stuck in the carpark could you. She would ring her brother who lived an hour away. Then they would definitely miss the start. I hope the age of chivalry is not dead just yet.

Well by the time we got them running, the rest of the veteran cars were well gone, so we headed off to the start with the ladies coming along some distance back. The starting area looked so different this year without the normal 1500 or so cars parked up. Basically you drove in, got guided to one of several gates and headed out again. I asked, but the other vet cars were long gone.

At the starting gate which was a big blow up castle job, you really did notice the lack of spectators. Normally it would be packed. Never mind, once we got out into the streets it was a bit back to normal with spectators absolutely anywhere. Some stood under a tree, some sat under their front

verandah, some sat on the tailgate of their station wagon, others on the roof of their car. Some had the barbie lit, others had a picnic table with all the trimmings, ice bucket and bubbly and all. Different car clubs set up at different places along the way and lots and lots of enthusiasts cars parked en route. But the things that made it so special is that everyone was seriously happy. My face was aching from smiling so much and my arm was getting weak from waving.

A few Kms into the show, it occurred to me that after stopping at some traffic lights, I couldn't see any old cars in front to follow and I hadn't bothered to study the route we were supposed to take.



We need not have worried as the spectators were out there for sure. Maybe not quite as many as in past years but the statisticians decided there were 70000 of them lining the route. There were 1230 cars entered despite 300 odd not able to come from Victoria.. It was suggested to me that we may be the only entry from interstate.



And plenty of the spectators showed off their cars to us too. Below: Mobs of car clubs displayed their banners and their cars.



There were no spectators lining a road that had been used in a past year when I had been here so I figured that wasn't the way. We slowed to a crawl so some other car would pass and we could follow it. It only took a few seconds and it was the Dodge with the ladies. They called out that they knew where to go so we followed them.

There were tens of thousands of people out there and they are all madly waving and smiling. It's all pretty neat. Notably though, there were a couple that stood out. There were quite a few places where we were toasted with champagne as we passed, one lady held up a love heart, another held up a score card of 10, but the best was getting blown a kiss. There was even a standing ovation, but I suspect it was aimed at the 1904 de Dion Bouton travelling just behind us.

Once we got into the hills there would be cars or groups of cars crammed into little nooks where they could get off the road and set up their picnic gear and watch the spectacle. I spoke to one of these groups on the way back where they had two trucks fitted out with barbies and eskies and the whole extended family present. They have been doing this every year for 20 years.

Once we arrived at Birdwood there was a great queue waiting to get into the Birdwood Mill car museum and since they had made it clear you couldn't hang around in there we decided to skip the line up and head straight into downtown Birdwood and get some lunch and watch the cars ourselves. After lunch and checking out some antique shops it occurred to me that you had to go through the finish gate to have your time recorded. If you didn't do that you would be a DNF and wouldn't receive a plaque or whatever other memorabilia they normally hand out. I remembered that because of the virus restrictions they were going to post these things out later. So we jumped back in the car and headed back to where we should have followed everyone else. It sure looked different with no crowds, but relief, there were still officials present to receive us." Congratulations, you made it" they said. I guessed they figured that being



Duelling cameras was often the name of the game.



There was never any shortage of old cars going the other way,



Sandman panelvans are the perfect platform for watching this sort of show.



The RAA were kept busy with broken cars.

so late we had broken down. So once again we were guided to a holding area where there were just a couple of cars and surprise! instead of being rushed out again we were invited over to a coffee and muffin stall provided free to the entrants.

And apart from the drive back to the trailer, that was it. There were still mobs of old cars everywhere coming and going. We were just heading out of Birdwood when I spied a neat 63 Thunderbird up ahead. I had to have a closer look. It was a lovely car but once we got out of town and onto the lovely curvy road with lots of bends to tear up I found the T bird was holding us up. Those great big round brake lights kept coming on and I think the driver wished the little bridges were wider as he would move out past the white line. Maybe I intimidated him as he pulled into the slow vehicle turnout and let us by and then I was just getting into the feel of those beaut bends when I felt that familiar elbow in the ribs...time to slow down.

This is Gumeracha, a quiet little town normally. We drove through here a couple of days later and it was eerie to see it so deserted.



This is yours truly climbing through the hills. It looks like we are holding up the show but it was actually bumper to bumper stuff in places.



I reckon this group were of the upmarket club. They have a roof, a tablecloth, a gigantic silver ice bucket and more bottles of champagne that you can poke a stick at. Perfect for toasting old cars as they go by.



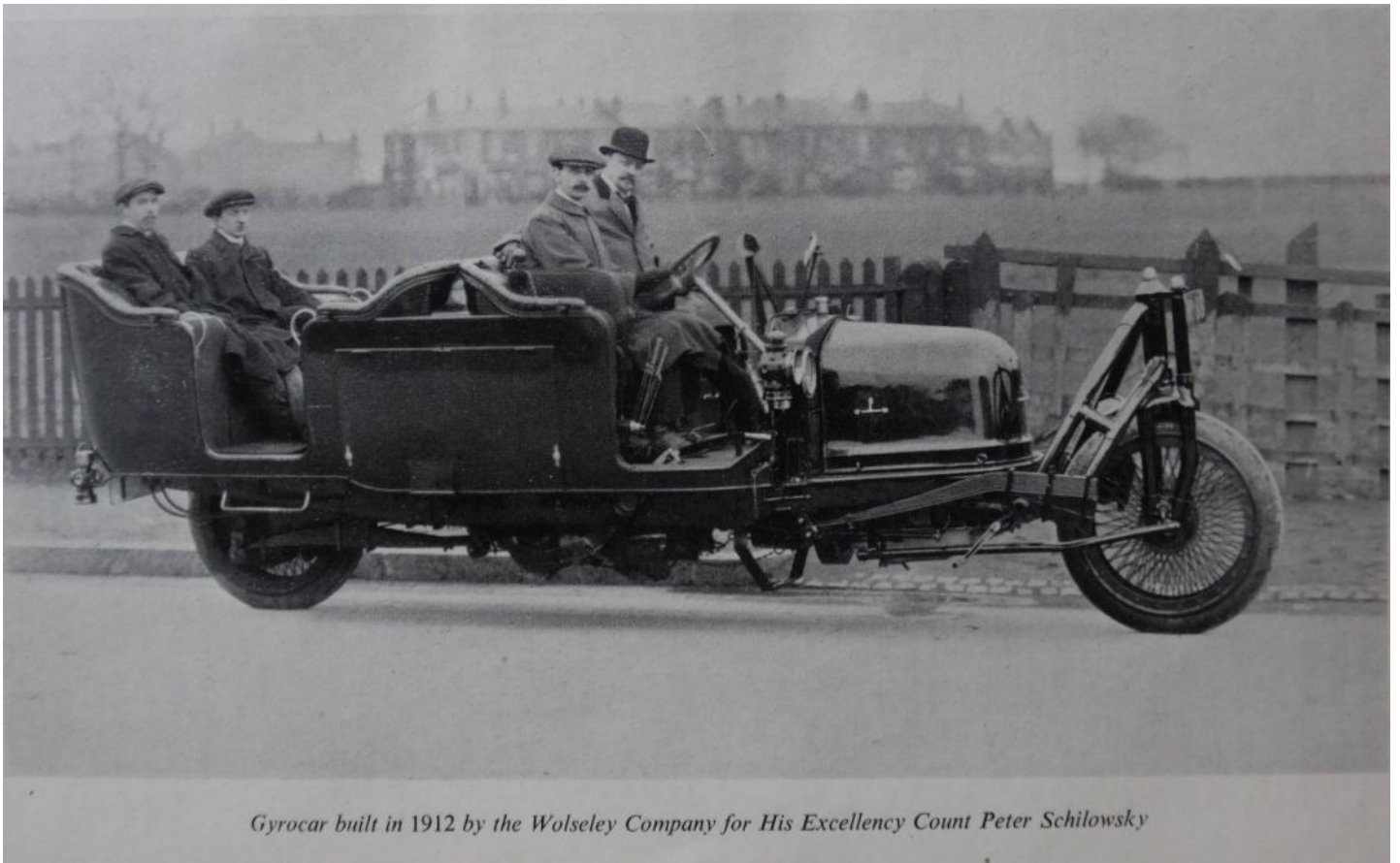
And this is the end. Cars exit the National Motor Museum for the cruise back.

And the normally sleepy country town of Birdwood us just crawling with neat old cars.

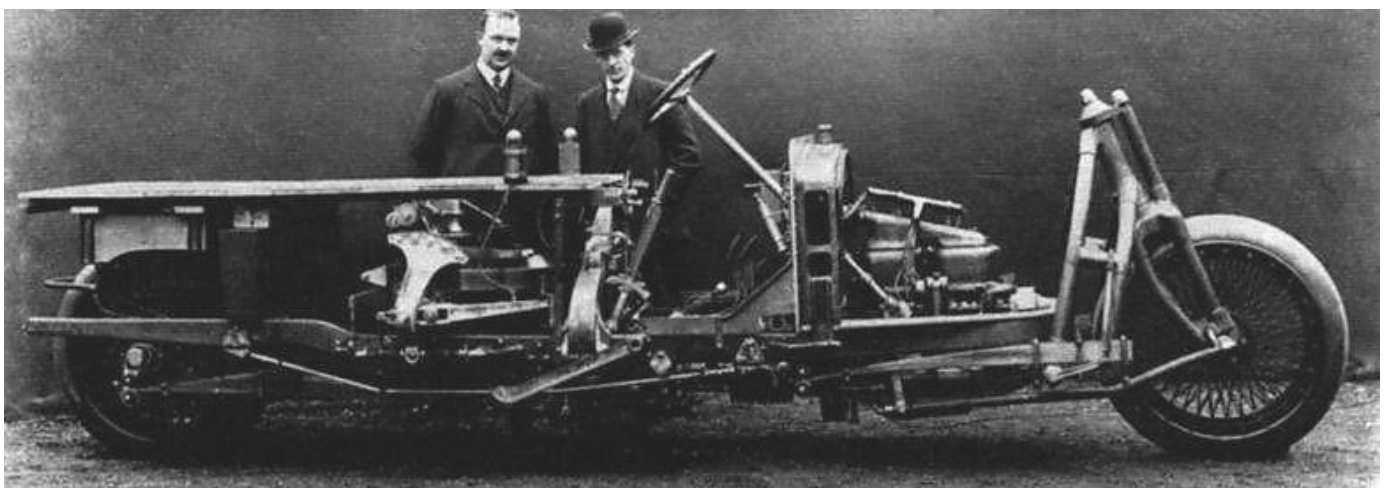
And really, in South Australia, this day is just for old cars. There was no need to feel you were holding up the traffic. This was our day!



The following story is taken from a book "Wolseley. A saga of the motor industry" published in 1949.



In 1912 that one of the most extraordinary motor vehicles ever designed in England took concrete form in the Wolseley factory at Adderley Park. The second European war demanded many strange types of self-propelled vehicles, but for revolutionary ideas, this production remains to this day in a class by itself. During the year in question, the Company was approached by a Russian Lawyer, His Excellency Count Peter Schilowsky, to build a machine of his own design. The idea was that highway conditions in war time would render transport for the usual type of vehicle with four wheels and two tracks difficult, and in many circumstances impossible; so, impressed by the smallness of space a single-track machine occupied, Count Schilowsky designed a two-wheeled car on the gyroscope principle in order to ensure equilibrium. The illustration will largely explain the general layout of the machine. The two wheels were placed in line as in an ordinary bicycle, and the machine was kept upright by means of a gyroscopic device controlled by two pendulums which, when the vehicle leaned to one side or the other from the perpendicular, brought the gyroscope into action to oppose the tendency to overturn. The weight of the gyroscope was from one-tenth to one twenty-fifth of the total weight of the machine when fully loaded and it was designed to rotate at some 1,500 r.p.m. the maximum



energy absorbed being in the neighbourhood of 1.25-h.p. The Inventor claimed that such a monorack vehicle, running under gyroscope control, could attain a given speed with a less powerful engine, and with a lighter frame and body than would be needed for a four-wheeler of the same rating. Very small sprag wheels were fitted on either side which only came into operation when the engine was stopped, and they were lowered automatically as the car and engine came to rest.

Such were the conclusions come to by the optimistic Inventor; in view of the wholly unorthodox nature of the machine, it is of interest to quote the test report of the Wolseley Experimental Dept which gives an indication of the difficulties of the problems they had to surmount;- On Nov 27th 1913, reported the Test Engineer, "*I made an effort to move the car, which was successful, no derangement of the governing gear taking place. We drove the car backwards and forwards for a distance of about 6 feet many times. During the tests, it was noticeable that one could stand on the side of the car and step into the body without any disturbance of balance. We then moved the car partially round a radius to the left, backwards and forwards.*

Eventually we drove the car the whole length of the Arden Works, backwards and forwards, with four passengers. Then His Excellency decided to take the machine over on to the track, impressing on me that we must go very gently. We drove into the Arden Rd, making two stops on the curve, and we had to reverse so that we should not use the full lock. I then drove the car steadily up the Arden Rd, going as slowly as possible and slipping the clutch on first gear all the time. We took a wide sweep into Bordesley Green Road, and suddenly, when opposite the Directors Mess Room, the vehicle heeled to the near side and dropped on its sprag. It was lifted by eight men, the engine was re-started, and the car driven back to the Experimental Department, but it was supported by assistance as His Excellency did not attempt to balance the car in the street."



25 years later they dig it up. Note the railway line that had been running over it.



In April, 1914, this remarkable machine was brought to London, and on the 28th of that month, the long-awaited public trial was carried out in Regent's Park. It would be idle to speculate on the number of times camera shutters opened and closed, and the amount of cinema film that was expended during this short trip. The vehicle was stopped and restarted many times, and finally it was taken for a slightly longer trial in the Park. The runs were made at slow speed to demonstrate that the gyroscope kept it in complete control as far as equilibrium was concerned.

Whether or not the vehicle would ever have emerged from the early experimental stage into actual production will never be known, for the 1914-18 war was its quietus; the Inventor disappeared suddenly. The "Gyrocar" stood in a corner of the Wolseley Works for a long time untouched, and as it was too big for the scrapheap and not worth dismantling for scrap metal, and was occupying valuable space, it was decided to dig a hole and bury it, sans all preliminary obsequies. This was done and in its grave it remained for some five years until it was rediscovered. Since then, it has occupied a place in the private Museum of the Wolseley Company. It is a striking example of misapplied talent on the part of the Inventor, and ingenuity on the part of the Wolseley Company, in turning out something, the like of which the world had not seen previously, and as far as can be foreseen, never will again.

The company is of course long finished but I was curious as to what happened to the car, as the author says that it ended up in the company museum and the contents of the museum would probably have been sold off. But a bit of research found that the car was actually buried for 25 years, and that they dug it up in 1938 albeit with a bit of trouble as there was a railway line crossing the grave. Nevertheless it was exhumed and found to still be in quite good condition apart from damaged panel work. It was even reported to have air in the tyres. They then went to great pains to restore it for the Wolseley Company museum display where it survived the bombings of the factory by Germany, only to cut it up for scrap in 1948. Nothing remains today.

And the Count did return to England from Russia around 1924 but didn't resume his research with his prototype.

*A place of honour in the company museum.....
Then they cut it up for scrap!*





IN DAYS gone by CAR STORIES FROM THE PAST

By PETER LIVINGSTONE

EVERY motoring writer dreads making an error in his copy — because public reaction in this car-mad country is quick and fairly embarrassing.

A colleague once went into hiding after he wrote that he had no need to top up the radiator in a test Volkswagen (the engine is air-cooled) and another managed to transpose test details for two cars and ended up with a standard Mini-Minor that clocked more than 215kmh!

My worst mistake — or at least the worst I'm going to own up to — was contained in a fairly bland 1962 road test of a new Wolseley in *The Sun News-Pictorial*.

The Wolseley 24/80 and its slightly downmarket brother, the Austin Freeway, were among several ill-fated attempts by the British motor industry to break into the Holden and Falcon-dominated six-cylinder car market in Australia.

The British Motor Corporation (Australia) on this occasion simply replaced the lively and light four-cylinder engine in its imported Wolseley 15/60 with a heavy and fairly average Australian-built six-cylinder unit.

The engine was called the "Blue Streak". Alas, a blue streak it was not.

I suspect that the budget for engineering the new model was fairly lean, but the British Motor Corporation, nevertheless, had high hopes for their Freeway-Wolseley hybrid.

I can recall being at a loss for nice things to say about the



The Wolseley 24/80: Inspiration was in the boot..

Wolseley in 1962 after listing the luxury items such as genuine leather upholstery, deep pile carpet and lashings of walnut veneer interior trim.

Then I looked in the boot and found my inspiration.

I wrote: "The luggage boot contains a rare and historic item among the tool kit — an invention called a starting handle.

"Most modern cars don't carry this handy piece of equipment on the quite incorrect assumption that batteries never run down. They do.

"It's just another example of the thought and care that has gone into designing this new Wolseley."

It was too. Over the next week nearly every owner of the Wolseley 24/80 in Victoria (and a few interstate as well) either rang or wrote to me to point out my blunder.

Yes indeed, the starting handle was part of the tool kit and there was even an appropriate hole in the front bumper bar. But that's as far as you got.

BMC, I regret to say, had not thought to also include a matching hole in the radiator so the crank handle could find its way to the front of the crankshaft.

Everyone but myself, it seemed, had tried and failed. BMC was embarrassed — but not nearly as embarrassed as I was.

I believe they eventually solved the problem by deleting the starting handle from the tool kit.

There aren't many Wolseley 24/80s left on Australian roads, thank goodness.

But every time I see one I cringe just a little.

PETER LIVINGSTONE is a former motoring writer for *The Sun News-Pictorial*.

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Deadline.... The end of the month.

Previous editions

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

Gremlins

In 1973, I moved to Arizona to go to college. I had a green 1966 MGB. It developed a very odd problem that my friends used to love talking about. If I made a sharp left turn, the car would stall. If I then made a sharp right turn, the car would start again and continue running normally after that.

I could not figure it out...so I eventually took the car to a local mechanic. But since the car always ran fine when I took it in, he was not able to pinpoint the cause. This went on for more than six months. Then one day, I made a left turn at a major intersection, began upshifting and the car stalled and would not start again. I put it in neutral and pushed...the shop I went to was less than a half-mile ahead. The mechanic stood there and shook his head as I pushed the car into the station.

When I went back later, the mechanic was smiling. He had found the problem! On that MGB, the electric fuel pump is on the right side of the gas tank. On the right side of the fuel pump is an electrical terminal with a thumbscrew for the power wire. That thumbscrew had come loose! With a left turn, the wire would pull away from the terminal, and the fuel pump would quit working. With a right turn, the wire went back against the terminal and everything operated normally again.

Tim in California

Two Irishmen were standing at the base of a flagpole, looking up.
A blonde walks by and asked them what they were doing
Paddy replied, 'We're supposed to be finding the height of this flagpole,
But we don't have a ladder..'
The blonde took out an adjustable spanner from her bag, loosened a few bolts
And laid the flagpole down.
She got a tape measure out of her pocket, took a few measurements, and
Announced that it was 18 feet 6 inches.
Then, she walked off.
Mick said to Paddy, 'Isn't that just like a blonde!
We Need the height, and she gives us the bloody length!!

President's report for the Motor Vehicle Enthusiast Club Inc. AGM 2019-20

Welcome everybody to this year's AGM,

Firstly I have great pleasure in announcing that Daryl William Manzie is now a life member of our club in recognition for his ongoing help and advice from the inception of the club to the present day

The COVID-19 curse hit us pretty hard this year starting in March when we had to shut the Hangar down to visitors and members from the 1st of April until the 22nd of June after our COVID-19 safety plan was granted on the 16th of June.

Special thanks again goes to Leo who opens the Hangar for visitors Monday to Saturday, to Pete our vice president for all the work he does including organising the popular monthly motor bike runs, Secretary Shayne and Treasurer Julie who keep us on the straight and narrow and all the committee members who help to keep us going, there's Mike who looks after our membership database so well, Dave our inventory expert, Bob with his magic card and special dongle who looks after the Hangar supplies each Wednesday, Steve Bow, Steve Hall, Paul, Jared, Ian and Neil for your help and assistance through the year, thank you. I also would like to thank Warren and Suzy who does so much to keep the place shipshape 2 and 3 days per week,

We currently have 470 financial members plus 87 who have not renewed but still on the books. Members with vehicles in the NT Club Registration Scheme totaled 305 as at the 1st of this month made up of 223 motor vehicles and 82 motor bikes

We continue to bank with Bendigo Bank and despite COVID we are still keeping our head above water, our treasurer Julie will give you an update in her report on the bank details and audit report, tonight.

This year we continued giving time and financial assistance to various charities and organisations including the Lions Clubs of Nightcliff and Palmerston, Legacy, NT Special Children's Party, The Aviation Museum for their Open Cockpit day, 150th anniversary of NT Government House. Our members willingly supported these events with their vehicles for display and runs. We also had several guided visits to the Hangar by primary and secondary school students this last financial year before the pandemic set in.

For ongoing information Ted continues to publish his ever popular MVEC Transmission Newsletter every two months, every copy from 2007 to the present issue is available free on the website mvec.weebly.com our thanks to Ted and Shirley who proof reads every one for spelling and bad language. Our Scribe Warren continues to send out regular email messages to financial members with information and when club events are going to happen, if you are not getting the messages let Warren know by sending your name and email address to mveclub@bigpond.com marked attention Warren. Pete Grice continues to look after our MVEC Facebook page that also keeps Facebook users up to date with information.

Above all keep well and stay safe

Peet Menzies
President MVEC

Motor Vehicle Enthusiasts Club Inc

ANNUAL GENERAL MEETING

17 October 2020

At the OLD QANTAS HANGER, MacDonald Street PARAP, NT.

Opening: 6.52 p.m.

Present: As set out in the attendance book.

Apologies: As set out in the attendance book.

President's Report: Peet MENZIES summarised his president's report, published separately.

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

Moved: Warren KLEEHAMMER Seconded: Paul WHITTAKER All in favor.

Motion: **That Daryl MANZIES be granted life membership of MVEC as a mark of gratitude and respect for the long-standing and exceptionally distinguished service in the cause of the Association.**

Moved: Pete GRICE Seconded: Ron BLANCHARD All in favor.

Motion: **That the Minutes of the last AGM be accepted.**

Moved: Pete GRICE Seconded: David KELSO All in favor.

Treasurer's Report:

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

Moved: Bob SHARP Seconded: Suzie KLEEHAMMER

All in favor.

Motion: **That the current Auditor, BDH Consulting, be reappointed.**

Moved: John PALAMOUNTAIN Seconded: Pete GRICE

All in favor.

Motion: **That Membership Fees for MVEC be raised to \$40 per year, with a joining fee of \$20.**

Moved: Pete GRICE Seconded: Paul WHITTAKER All in favor.

The Chair to declare all positions vacant.

Election of Committee for 2020-21:

Sole nomination for President Pete MENZIES

Peet MENZIES elected by default.

Sole nomination for Vice President Peter GRICE

Peter GRICE elected by default.

Sole nomination for Secretary Shayne HARRIS

Shayne HARRIS elected by default.

Sole nomination for Treasurer Julie DANVERS

Julie DANVERS elected by default.

Sole nomination for Technical Officer Leo IZOD

Leo IZOD elected by default.

Nominations for Committee Mike WRIGHT Membership Officer

Bob SHARP

Steve BOW

Steve HALL

Les WILSON

Ron BLANCHARD

Neil WILLIAMSON

Paul Van BRUGEN

David KELSO

Mike WRIGHT, Les WILSON, Bob SHARP, Steve BOW, Steve HALL, Ron BLANCHARD, Neil WILLIAMSON, Paul VANBRUGEN and David KELSO elected by default.

Motion: That MVEC re confer honorary memberships for Bob KENNEDY, Laurie and Debbie FEEHAN, Graham TONER and Ron GREEN.

Moved: Warren KLEEHAMMER Seconded: Pete GRICE

All in favor.

Meeting closed at 7.15 p.m.