

Motor Vehicle Enthusiasts Club

No 145

OCT 2021



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
Newsletter enquiries to Ted
longtelescope@gmail.com

TRANSMISSION

Vice Regal Buick



Ian Hunter's 1946 Buick makes it's entrance to the Vice Regal residence of Government House. The Buick certainly has a connection with this place.



At left is an unidentified Buick parked in front of Government house. The photo is undated but with a trailer attached one assumes it be in the cars heyday. On the right is Ian's Buick parked in the same position whilst being part of the buildings 150th birthday celebrations.



The pic is from the Govt museum. The bloke that provided this photo was a driver for the Commonwealth. The numberplate with the "C" prefix denotes a Commonwealth vehicle. He also pointed out that it being a Buick it was used for Prime Ministers and Governor Generals, other dignitaries were driven around in Fords or Chevrolets.

Ian Hunter was due to retire when his daughter asked him the million dollar question "What are you going to do in retirement Dad? She answered her own question with "You better get yourself another old car". He had had old cars before but had sold them all. The question was really, what sort of old car? The movie *American Graffiti* had endeared him towards a 1949 Mercury but the price they were bringing was astronomically high, possibly because of their movie star status. So he pondered on the subject.

Ian's Dad had enlisted in the forces during WW2 and had ended up on the staff of Air Marshall Sir Richard Williams as the RAAF's representative to the Combined Chiefs of Staff in the United States. (Williams is considered as the father of the RAAF). Typical of WW2 servicemen Dad didn't talk much about his wartime experiences but one day he showed some slides of his time in the States. One in particular showed him at a petrol bowser with a Buick. One of his tasks was maintaining the cars and on the numberplate in the photo, the Aussie flag is the numberplate. Moving on to years later, while sorting out Dads stuff after he had passed on, Ian came across a box of slides. In particular, the one of the Buick car. It had him wondering if there had been any of these cars in Australia. He looked into it and discovered they had sold them here and what's more, they came up for sale from time to time, and because they were not so well known they didn't fetch such sky high prices . Perhaps he had found what sort of old car he was looking for.

Production of Buicks in the States had been suspended in 1943 due to the factory manufacturing Pratt and Whitney aeroplane engines and tanks and other war stuff. Production resumed at war's end with a slightly different body style, but in Australia they started building them with the prewar body and a slightly modified grille. The Australian version is described as arriving from the States as a knocked down version, but in reality it is a rolling chassis complete with engine and transmission. There was no body at all. The body was



The photo that started the ball rolling. Ian's Dad in Washington DC in 1946 . With the RAAF 1942 Buick used by Air Marshal Williams and staff during WW2. Note the Aussie flag as the rego plate. This car is LHD and has some of the chrome blacked out. Note the AAA badge to the left of the Aussie flag. The gent that Ian bought his car off advised that something special was in the post for him. It was the AAA sign.

made in Australia and assembled at General Motors plant at Fisherman's Bend in Melbourne. The fact that the body panels for the Australian model are the same as the pre war model in the States makes one wonder if the dies for stamping the panels were send over with the knocked down cars. They built 1500 of them until they decided they needed the factory space to build FX Holdens. That was the end of building Buicks in Australia. So Ian started looking. It took a few years but eventually settled on a nice example owned by an electrician at GM'S foundry at Fishermans Bend, who had been using it as a wedding car. He had owned it for about 10 years.

But for the first 2 years of its life it was a commonwealth government car then progressed to private ownership. Moving forward to the 1990's it made its debut as a movie star. The movie was the 13 part mini series "Snowy" starring Rebecca Gibney, about the Snowy Mountain Scheme. The Buick's movie roll was as the wheels of a bunch of gangsters. It got one of its headlights shot out in the movie. Naturally movie stars have to look their best and this was the one time the Buick got a bit of a makeover. Not a proper resto, just a quick squirt of paint where needed. And that is the only time the car has had any kind of facelift in its life. It changed hands after gaining its movie star status and would appear to have gone to a Mr Wilson of Neill St Beaufort, a small town near Ballarat, Vic.

Parked up with mates of the same era.



Smith St Darwin sometime after the war. Note the Buick in the left foreground. Note also the bank of NSW is still missing it's roof



We know that because he has his name written inside one of the hubcaps. Then it came into the possession of the GM electrician. Before Ian bought the car he knew it had a couple of not quite right issues. One of them was the shocks. The car has coil springs and the shockers obviously weren't working well, and perhaps the brides in the wedding car were getting a bit shook up. The coil springs were packed chock full of tennis balls. Ian decided they didn't work quite as well as proper shocks. In the manual it pointed out the oil level in the arm and piston shockers should be checked every 6 months. He pulled the dozens of tennis balls out (his dog had a ball) and checked the oil in the front shocks. There wasn't any. The front shocks on these cars is actually incorporated into the upper suspension arm, the same as an FX Holden. The good thing is he was able to source a couple of new ones, and the rear ones were still half full and were able to be filled and the suspension now behaves itself. Incidentally this car had full coil suspension in 1946. Holden reinvented them with much trumpet blowing in the HQ in 1971. Other claims to fame described in the owner's manual are equal weight distribution on all four wheels. Ian parked each wheel separately on the weighbridge and it is true, all wheels support the same weight. Another feature is the torque tube driveshaft where the tailshaft is contained in a rigid tube which has a large ball joint on the front. The idea is the pushing forward power from the back wheels is transmitted to the engine gearbox assembly, so the car is pushed forward from the front rather than at the rear of the vehicle. Up until Ian brought the car to the Territory it had spent its entire life in Victoria and with the same numberplates issued when it went into private ownership after its stint as a Commonwealth car. Naturally you can't have a car registered in the Territory with Victorian plates. Once the car was registered here he sent the old plates back to the bloke he had bought it off, as promised. But the bloke had a change of heart and sent one back so Ian still has one of those original plates. So although it doesn't display its 1940's number, it has been continuously registered for every day of its 75 years, the last five of them under Ian's care.

One of the front piston shock absorbers that double as the upper suspension arm.



To purchase a car of this type required a government permit. This was because of pressure to 'Buy British' and some draconian import laws were introduced to this effect. A waiting list at times of up to 18 months to 2 years long was common. Wartime rationing still existed and went on until about 1948. Most cars went to government agencies, Commonwealth, State, Civil, Military, Local Governments and the leftover went to the public sector mostly to doctors, politicians and men and women of prominence.

Some of the very first vehicles were diverted to the US Forces still in Australia as part of the clean-up and also to occupation forces going to Japan. These were then abandoned by the US Forces in Darwin at the sudden transfer of the forces to Okinawa and mainland Japan..

A Melbourne dealer got wind of the cars and sent a busload of drivers, with mechanics to retrieve them. They drove them back to Melbourne where they were sold on the black market for cash.

1946 Buick 8/40 Special
The First Post 2nd World War Model Buick

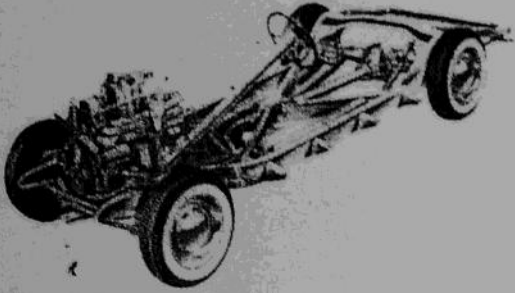
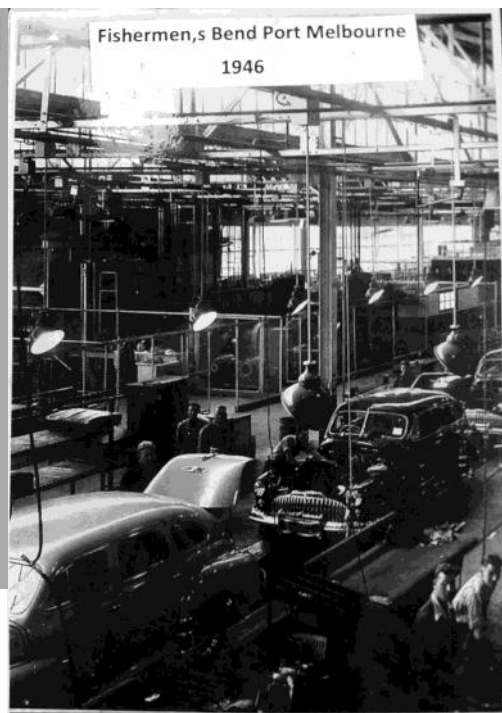
S. G. Pearce - Australia

This car's chassis was shipped unassembled from the Flint, Michigan plant in the U.S. to General Motors Holden plants in Australia. Engine and running gear were sent fully assembled.

The first 8/40 didn't roll off the line until December 1946, and a total of 1100 were produced until the 1947 model was released in 1948.

Buick production ceased at the end of 1948 due to the release of the first Australian produced car, the 48 / 215, which was to become known as the FX Holden. All production facilities at General Motors Holden were required for the new vehicle.

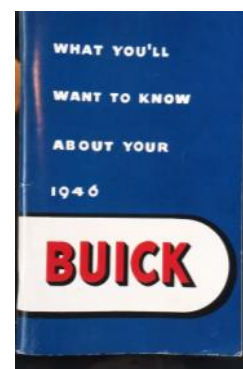
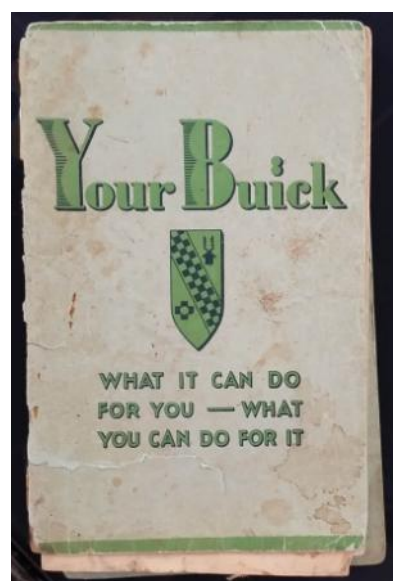
The assembled Chassis

The picture shows exactly how the vehicles arrived in Australia.



This is one very roomy car. The back seat has room for quite a party.



That's the very numberplate they put on it when it left the government fleet into private ownership.



Engine is straight 8. Looks remarkably like a Holden grey motor but loooonger. Super smooth too!



Below: The Buick factory manufactured aircraft engines for the war effort. The bonnet emblem represents a fighter aircraft's gun sight



Left: The Holden emblem and ID plate are on the outside of the passenger door down low.



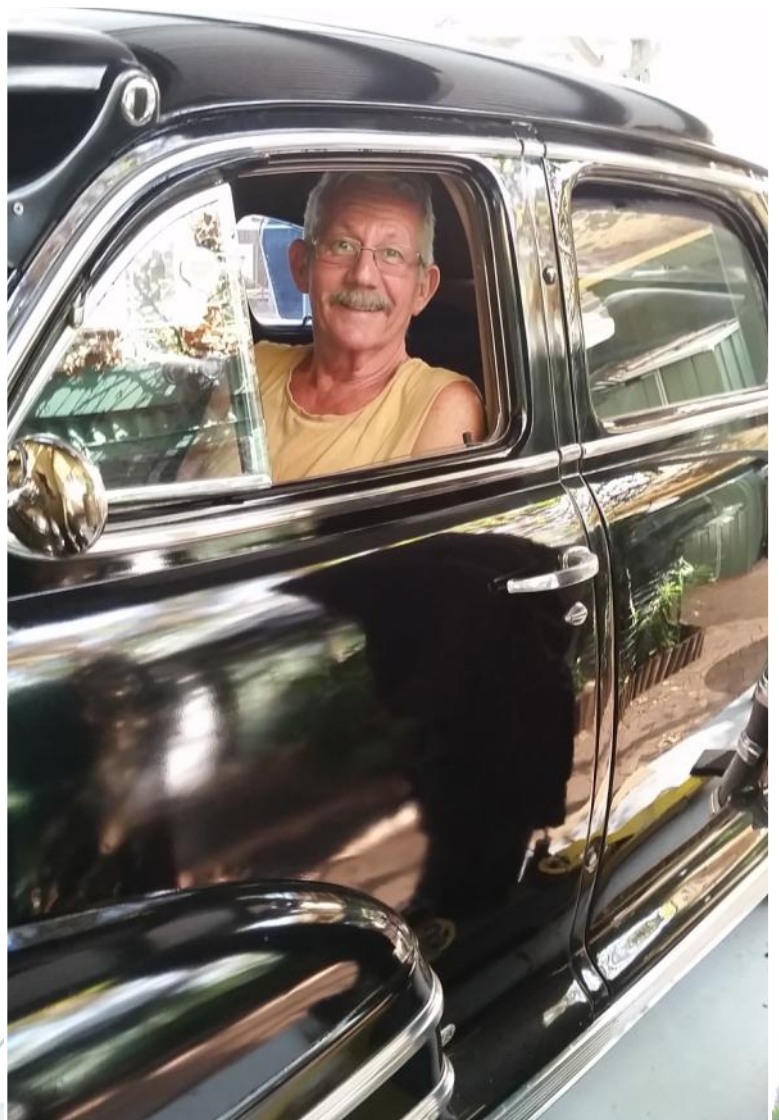
And stuff you might find in the ashtray. It turns out that during the war, Australian coins were made in the San Francisco mint.. So Ian has a bunch of those coins in the ashtray.



Left: For just that bit of extra bling that no other car would have, a reflector on the exhaust tip.

*You can understand Ian is a happy chappy
owning such a car.*

And a Buick radio. What other brand
would you have here?





The general's staff car stood out with shiny non dirt coloured paint.

Back to the track 2021 15th August 2021 Victory in the Pacific Day

You could have been fooled into thinking it was 1945, VP Day. In fact it was in commemoration of this day 75 years ago that the Back To The Track event was about. And after a dawn service at the cenotaph a good sized bunch of em rolled into the hangar for a bacon and eggs brekkie. There was by no means, all of em, some of them were off doing other stuff but there was enough to make quite a spectacle. I guess what made it not look totally realistic was the brand new condition of these vehicles (also the fact that the hangar didn't look like it had just received a couple of bombs from above) but just like I would imagine, there weren't a lot of long faces on this day or that one 75 years ago.

Covered Vehicles gave their owners a bit of motorhome type accommodation.





Another Dodge command Car similar to the one described below, but possibly not as brand new.

Officers Command Car (Below) (by the way sorry bout the lack of pics of it but I got sidetracked after the first photo and by the time I got back to get some more it was gone)

The officer is Kelvin Baxter, all the way from Berrigan in NSW. Being officer material, he made certain he had a fleet to command. In civvies Kelvin commands a fleet of 40 trucks so he hijacked one of his own road trains to cart some of his military stuff to Alice for the trip up the track. He brought 7 vehicles over, including a Studebaker 6wd truck, the Dodge Command Car, a couple of jeeps and a couple of trailers and blokes to drive them.

This 1941 Dodge was restored by the Supermarine aircraft factory in Texas USA. Finished in 2011 after 2yrs and \$37000 it was then rallied around the states for a bit. A note in the logbook remarks that it didn't use any oil after 386 miles. After that rebuild I would hope not! Then it was brought to Oz in 2013 and Kelvin spied it at an airshow in 2016. Move on till 6 months ago and he found it on an on- line auction as part of a deceased estate, and he was the winning bidder. At this stage it had clocked up 1785 miles. Its over 3000 after the trip up from Alice and would you believe it still doesn't use any oil.

And we all know when you start collecting you don't stop. Back home Kelvin has, amongst other stuff, a 6x6 Landrover, 6x6 Mack tipper, MK3 and MK5 ACCO's from the Vietnam era, one with a crane, which is handy for getting Jeeps onto the back of the trucks.





The Diamond T as found at the house removalists in 1997



And in 2021



Notice the axle flanges are different. Only the rear axle actually has axles in there. The forward diff has just a cover plate. Sort of a freewheel hub that you can't lock. Its the same deal on the front diff. Only the back axle drives, it's like this for better fuel economy.

1943 Diamond T wrecker.

Sam Scholz found this vehicle in NSW in 1997. It had a blown engine and looked suitable for a scrappies yard. He bought it off a house removalist and moved it to his yard where it sat until 2009 when he got time to do something with it. Since then he has completely dismantled it and rebuilt it mostly original but with small modifications along the way to make it easier to drive and to make it more economical. The original blown Hercules engine has been replaced with a Cummins.



Handy for fixing flat tyres!

The super tough A frame on the Jeep Was to link 2 of them together to make an 8 wheel drive vehicle to tow a heavy duty something, like a big gun.



And before the back to the trackers arrived in Darwin they spent a night at Coomalie airfield which is still as it was back in the war days. And the DC3 aircraft flew in to rendezvous with them.



Altogether they made quite an unforgettable sight.

SPECIALISED MILITARY SERIES 2 & 2A LAND ROVERS reproduced from Early Auto in WA

By Bob, Jim, and Murray.

THE GUNBUGGY

At about the same time the army was turning out 4 stretcher ambulances, it decided it needed an anti-armour capability, and the ideal weapon was the 106 Recoilless (RCL) gun. 74 of these units, mounted on tripods, were sourced and it was planned to use them on both Land Rovers and Armoured Carriers. They were called RCL because most of the recoil is vented from the rear of the gun. There is danger to life and limb within a 30m radius of the rear of the gun.

A RCL gun was test mounted to a Series 2 Long Wheelbase G.S. and a round was fired. When the dust settled the severe damage to both front and back of the vehicle convinced the army to mount them on short wheelbase (SWB) Rovers and even then modifications to both front and rear were needed.

A total of 69 SWB rovers were thus modified to be RCL gun carriers,

- 24 on Series 2 chassis, with standard front wheel arches.
- 45 on Series 2A chassis with cutaway front guards.

They were originally an Armoured Corps asset but later issued to Infantry Battalion Support Coy's. They were used in Vietnam as perimeter defence in Fire Support Bases, and also as protection for road convoys using an M60 GPMG (machine gun) on an elevated stand, manned by a very vulnerable, and very nervous, Service Corps soldier.

The buggies were loved by their units and kept them for as long as they could. The last reported in service, was in 1996, well after the Perentie Rovers had arrived.

They are the most coveted variant amongst Land Rover enthusiasts. *Showing front and rear modifications to minimize gun blast damage*

The modifications included:-

- Seatbelts fitted (vehicle used as fast as possible) because doors were permanently removed as well as roof, tailgate etc
- Beefed up rear suspension and rear chassis (copes with extra weight and shock)
- Front face of front mudguard panels given "Minerva" treatment in Series 2 and 2A, as a reinforcement measure, and also side cutaway treatment added to Series 2A
- Seat bulkhead cut away in the centre to allow gun support at centre crossmember of chassis
- Barrel clamp ring fixed centrally to top of firewall (so no windscreen) twin small windshields clamped on with attachments instead
- Wipers arranged thru the 2 ventilation panels (redundant in reality as windshields only used on parade)
- Weapon clamps on seatbox and ammo box on vertical area of bulkhead below dash controls
- Removal of standard spare tyre mounts
- Twin fuel tanks and joining tap fitted in seatbox, with toolbox in centre
- Fuel fillers removed to allow for shell stowage (fuel tank caps accessed under seats)
- Grab rails fitted inside top corners of rear tub
- Exhaust muffler location modified to facilitate barrel cleaning rod stowage in a tube welded in line with chassis PTO hole (swing coverplate fitted)
- Extensive rear bodywork alteration to facilitate stowage of six 106mm shells parallel within sides of rear body (shell tubes extend to seat bulkhead, 3 each side)
- Rear floor has steel channel or rut to guide front wheel of gun "tripod" and mounting for rear legs of "tripod"
- Tools to allow removal of gun to facilitate use in emplacement, airlift or "man packing" (219kg -ugh!) into high ground etc and
- Camo netting mounted various, ditto radio, jerry cans, packs.

Ex-crew comments...

- o "It's a pig to drive."
- o "Anywhere in a 30m radius to the rear is a no-go area, severe shock or bleeding ears."
- o "The buggy was good till the first shot - after that the fuel gauge, indicator and brake light filaments, and panel lights were all U/S."



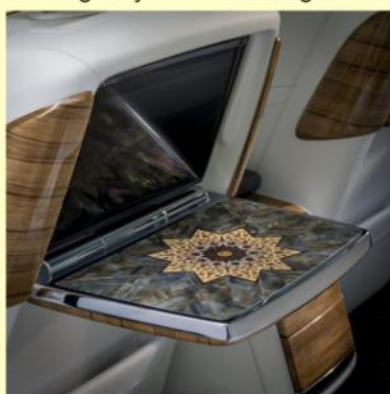
R stands for ???? Rolls Royce—of course !

By Bill Buys

CAR sales are steadily falling, companies are merging and the world's motor vehicle industry is generally facing gloomy times, but things are a lot different in the high-end luxury market, where demand for something grand and glorious has reached new heights.

Global demand for the skills of the Rolls-Royce Bespoke Collective have hit a new record.

Tell the R-R folk what you want, and they will happily oblige with their one-of-a-kind builds, which can include anything from gold plating to diamond-studded starcapes, as long as you're not in a great hurry for it.



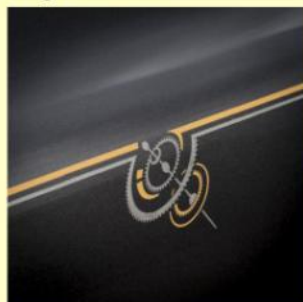
"Our Bespoke designers masterfully translate global taste patterns into works of art, moving beyond automotive conventions to redefine the possibilities of luxury craft," Rolls-Royce CEO Torsten Müller-Ötvös said.

All that is needed is a yearning to surround yourself "in perfectly appointed, personally

curated statements of true luxury," the exotically-named boss of Rolls-Royce said, going on to mention a trio of Phantoms that have just left the Home of Rolls-Royce in Goodwood, West Sussex for new homes elsewhere on the planet.

"These are three very different Phantoms, each illustrating the extraordinary breadth of Bespoke personalisation available to patrons of our marque," Müller-Ötvös said.

The three Phantoms have taken several years to bring to fruition.



There's the Horology Phantom, created after a designer from the Home of Rolls-Royce travelled to La Chaux-de-Fonds in Switzerland to meet master horologists to understand the complexities and exotic movements of contemporary timepieces.

The Horology Phantom is touched with elements redolent

of fine timepieces.

Gold and silver hues set against the gunmetal lower and black upper two-tone exterior paint hint at the holistic theme of this car.

A gold and silver coloured hand-painted twinned coachline incorporates an intricate watch-inspired design, while the Spirit of Ecstasy, the figurine that has graced the bonnets of Rolls-Royce motor cars for over a century, is cloaked in 24-carat gold.

The fascia features the largest stainless steel and gold inlay ever made for Phantom and apart from a multiple layered stainless



steel Gallery, it boasts a Rolls-Royce clock set in a solid silver guilloché case.

A *what* case?

Guilloché is defined as "a decorative technique in which a very precise, intricate and repetitive pattern is mechanically engraved into an underlying material via engine turning."

Then there's the Digital Soul Phantom in a two-tone exterior colourway of Carrara White upper and Smokey Quartz lower is embellished with a gold coachline and gold plated Spirit of Ecstasy figurine.

The interior design echoes this colourway, Seashell and Dark Spice leathers are accentuated with gold stitching and monograms depicting the 'RR' emblem, but the Gallery was created in collaboration with Munich-based product designer Thorsten Franck, and "portrays an individual's characteristics in a unique algorithm."

Data is transcribed via 3D printing and the stainless steel has been plated in 24-carat gold.

The Arabian Gulf Phantom adopts the rich colours and historical narrative of pearl diving in the Middle East.



The Turchese (turquoise in common English) exterior hue is "evocative of the vibrant local

waters, while the Andalusian White upper two-tone recalls the purity of natural pearls, alluding to the story within."

An Arctic White coachline introduces a hand-painted Nautilus shell motif that is embedded into the fabric of the car's interior design.

Open the doors and "the Gallery prominently portrays a sense of movement, inspired by swelling oceans."

There's also a mother of pearl clock which "punctuates the vibrant Turchese Gallery" and the picnic tables "provide a sense of delightful theatre with a supremely complex piece of marquetry incorporating generously applied Mother of Pearl and presented as though a hidden artwork is being discovered."

A large swathe of colour matched Turchese leather sweeps across Phantom's expansive roof, enveloping the occupant in an atmospheric cocoon, punctuated by the coveted starlight headliner consisting of 1344 hand-woven fibre optic lights.

Rolls-Royce doesn't say how many of its Bespoke models are on order, or what mountains of money are involved, but if global demand has reached a new high, the Spirit of Ecstasy seems set to keep soaring.



Mercedes 1998 E430 Avantgard series W210.

Left hand drive 92000 kms 4.3 L V8
The vehicle goes very well. \$3950
But wait there's more - you get a whole Mercedes E320
that comes with it .
But wait there's more!! You also get some you beaut
mag wheels with
low profile tyres.

Peter
0427 510 061
millpg@yahoo.com



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
Or phone 89886049

Previous editions

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

1990 TOTOTA HZJ75 UTE WITH CANOPY

Registered till mid Jan 2022

Can be put on Club Rego

370k Km

Good mechanical condition

New AC Evaporator& Battery

Canopy set up for camping

\$ 9,900or near offer

Brian 0427381469

Tail shaft for a 6 cylinder HQ - WB ute.

Wanted to buy or borrow.

Please contact Gerald Mitchell on 0487800293

Stuff on the net

Speedweek 2021 at Bonneville. See some whacky and fast cars.

<https://www.youtube.com/watch?v=xVBVzPrRpw0>

Or maybe a slideshow of concept cars from the 50's and 60's.
Some are pretty neat.

<https://slideplayer.com/slide/17938233/>



1955 LINCOLN FUTURA

A woman accompanied her husband to the doctor's office. After his check-up, the doctor called the wife into his office alone. He said, "Your husband is suffering from a very severe disease, combined with horrible stress. if you don't do the following, your husband will surely die. Each morning, fix him a healthy breakfast. Be pleasant, and make sure he is in a good mood. For lunch make him a nutritious meal. For dinner prepare an especially nice meal for him Don't burden him with chores, as he probably had a hard day. Don't discuss your problems with him, it will only make his stress worse. And most importantly, make love with your husband several times a week and satisfy his every whim." if you can do this for the next 10 months to a year, I think your husband will regain his health completely.

On the way home, the husband asked his wife. "What did the doctor say?"

"You're going to die,' she replied.



Motor Vehicle Enthusiasts Club Inc. AGM

The MVEC AGM will be held on Saturday 16th October 2021 at the Old QANTAS Hangar Macdonald Street Parap at 6.00 PM sharp.

Business as usual except motion to change the constitution.

All members are asked to attend. BBQ after

Consequently there shall be no meeting on the 13th October, the next meeting is on 10th November 2021.