

# Motor Vehicle Enthusiasts Club

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# TRANSMISSION



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

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## *Merry Christmas*



**Saskia** is Santa's delivery manager this year. She may be small but she has a sharp eye for detail, especially the list of who has been naughty and nice. So if you want those goodies to arrive on Christmas day you had better be good!





## MATT WILLIAMS

Now here's a story of a real survivor. Matt's 1924 Dodge buckboard was bought by his Dad in Quorn, SA, in the early 1940's making him the second owner. Matt was just a little tacker then. The car was originally a tourer but Dad removed the back half of the tourer body to make it a buckboard and used the tub bit removed from the back to fashion a proper roof over the cab. It was all done by hand including the rivets. No pop rivets here. Matt remembers travelling in the back when he was just five years old. Dad had made a canvas cover to keep the sun off. The trip was from Quorn to Elliston on Eyre Peninsula, close on 400kms, and no bitumen roads in those days. But Matt and his brother enjoyed the trip in the back and Dad had made them toy aeroplanes that they could hold out in the slipstream to make the propellers spin. And the trip was to visit his uncle who was the cop at Elliston. Cops didn't have a gripe about riding in the back of utes then. Probably no one had come up with the idea of fun police. That was in the early 1950's and the Dodge was used for whatever it was needed for on the farm. And it definitely saw time charging though the bush spotlighting. The last person to use it until recently was Matt's brother. He was called up for national service in 1966 but before he left he parked it in the shed and put it up on blocks. And there it sat until 5 years ago when it occurred to Matt that it would be a good idea to get the old car going again. Matt couldn't get hold of a car



*The engine bay is just as it came out of the factory, the lower photo is a close up of the fuse holder on the generator/starter. Notice on the 1st pic there is a cover on it. Mate, who is very clued up on these Dodges explained to me that this is the only one he has ever seen with its original fuse cover.*





trailer so he hooked up a compressor and blew up the tyres. They stayed up so he removed the blocks and towed it round to another blokes place where they changed the oil, put some petrol in, connected a battery and pushed the button and away she went! As simple as that.

Although it ran fine it still needed a few jobs, 50 years does take its toll, so they drove it out to their farm a few kms out of town where there is a bit more shed room and a pit to fix her up a bit more. As with a lot of cars that sit around too long, the radiator was severely blocked and had a few leaks as well so Matt had

a new radiator made. The wiring was also too sad to fix and he was able to buy a new reproduction wiring loom. Fitting the radiator was a bit fiddly to get it to fit, but the wiring loom was a bit of a brick wall. He decided that putting it in was something you needed two arms to do (Did I mention Matt has only one arm) so that's as far as the old Dodge went for a while. Quite a while in fact. Move forward five years and another mate remarked he would like to see the old Dodge. When he saw the problem, he volunteered to sort it (mate had two arms) and when I came along about 4 weeks later it was not only running, it had been registered for a couple of days and they had already knocked up a few hundred kms in it.

The major problem with the car after 5 years of sitting around was the stuff they sell these days as petrol. After being left for 50 years, the original petrol had evaporated and left no residue but after just 5 years left with this modern stuff, it had gunked up the whole system. They had to use a steam cleaner to get the muck out of the fuel tank.

So here it is. There aren't too many old cars around as original as this one, its a real time capsule, original jack, tools and everything.



*Has its original oil can in place.*



*Note the sign on the dash "Dodge Bros motor car"*



*Tool box under the passenger seat contains the original tools including snow chains. Notice the serial number stamped into the wooden seat base.*



*It still had the original number plates on it but the rego people wanted thousands of dollars to use that number and even then they wanted their crappy new version displayed. The paint was still wet on those new ones attached to the Dodge.*

*Below: It still has its original switch and key!*

*Below right: Those lovely bevel cut glass 1/4 windows had been removed years before and were found laying around in the shed.*



*This is a tool that clamps onto the rim and by screwing the long bolt in, it shrinks the rim to a smaller diameter and you can remove and replace the tyre easily. So easy that Matt advises he can change a tyre using just one arm.*





*The accessory bits were already there.  
Left over from years ago!*



*You can see here how the roof was  
made from the rear of the body  
when it was converted into a buck-  
board. Notice the rivets. No pop riv-  
ets here.*



*Matt with the Dodge that he rode  
around in the back of as a young-  
ster.*





## Nick Hunt's 1925 Dodge from Kalangadoo near Mt Gambier in SA

Nick found his car on Ebay in 2013. It was part of a deceased estate and the departed ones son was selling it. It seems that the old gent had pulled it to bits with the intention of painting it bright yellow, but the project had been sidetracked for about 15 years sitting under a tarp and the good part was there was an old wardrobe sitting on the back with all the parts in it. Nick was pleased to have got his hands on it before it was ruined by having new paint on it. The family selling it weren't sure if the car was in running condition or not. When Nick got it home he put some petrol in it and hooked some jumper leads up and away it went, no probs. He has since reconditioned the motor including a re-bore and it runs sweet. He drives it all over the place for the Dodge national rallies and even took it up to Cameron's corner. For the uninitiated, that is the spot where the SA and Qld and NSW borders meet. Most of the visitors to this spot are heroes in 4WD's. Nick reckons the best part of that trip was that they got rained in there.

And by the way, the cars's name is Dudley, Dudley the Dodge.

But I believe the photos tell this story by themselves....













## Repair mistakes and blunders

## From Rock Auto

In college, back in the 70s, I had an old beat-up '57 Chevy. Its most redeeming quality was that it ran---at least most of the time!

One hot Texas, 100 plus degree day, I knew that the battery was all but drained, but not to worry. I had plenty of friends that would help me push-start it. About noon, we started out. Since there were five of us, I was not needed to push - just steer.

We pushed it a block; it did not start. We pushed it around the corner and down another block; it did not start. The guys were getting really tired, and it was HOT! Finally, when we had gone all around the block and were back at our original starting point, one of the guys yelled, "Do you have the key on?"

Without replying, I sheepishly turned on the key. BOOM! it went, as all that unburned gasoline exploded out the tailpipe.

I was looking in the mirror, and you should have seen those guys dance around with the most panicked looks on their faces. I also heard some words that I cannot repeat here!

Moral, if it will not start, always make sure the key is turned on!

Gary in Texas

## Stuff on the net

How about a collection of photos of Jeeps in all sorts of situations you might never have thought they would use the venerable Jeep for. Even the odd girlie pic in the collection.

<https://docs.google.com/document/d/1le9rVG0qPX9EhE69CsgaNevQ0TF5lxxD/edit?usp=sharing&oid=113261639846771799413&rtpof=true&sd=true>



Video of old motoring. Some very surprising footage. Old school safety stuff too.

[https://youtu.be/\\_KKln-s3v34](https://youtu.be/_KKln-s3v34)



And Australian cops have made the news in the United States. Would you believe they picked up a bloke for riding his motorized esky on the footpath! And employed a bloody big truck to carry the tiny esky away. I guess they have nothing better to do. Probably drank the contents of the esky too!

<https://jalopnik.com/australian-cops-pulled-over-a-dude-on-a-motorized-coole-1848110624>





## Where did it all go wrong ?

From Museum Musings in WA



Holden's Export business officially ended in 2017 with the last Chevrolet SS build, ending a program that started in 1954 with a shipment of FJ sedans to New

Zealand. Holden went on to build cars sold in countries as far-flung as Finland, Nepal and Ecuador.

Its left-hand-drive program started with a shipment of FB sedans to Hawaii in 1960. The HQ's arrival in the 1970s produced Holden's best decade, with 197,288 shipping overseas. They were shipped to seven plants worldwide, building them from parts freighted in to avoid heavy taxes on entire cars. In 1981, engines cast at Port Melbourne were added to export earnings.

A turning point was 1984's introduction of the Button Plan, a scheme that tore down much of the car industry's tariff protection and forced Holden to build vehicles attractive to export markets.

Over time Holden would try everything to improve its export potential, from fitting the Commodore with a turbocharged Saab four-cylinder to circumvent Asian import restrictions on large-capacity engines, to building four-pot and V6 power-plants for cars as diverse as the Alfa Romeo Brera.

By the late 1990s, exports of the Statesman/Caprice outnumbered domestic sales for the first time. The 2003 departure of Peter Hanenberger, the former Holden chief credited with transforming the car maker back into a profitable business, heralded a change in strategy that would also aim to boost export earnings. There is a belief that the 2001 Monaro would have done much better in the US had it worn a Chevrolet rather than a Pontiac badge.

Nevertheless, when the global financial crisis hit, it killed off Holden's most lucrative markets almost overnight. The most outstanding Global Market exports were the Holden Kingswood, Chevrolet Caprice, Pontiac GTO and Nascar Chevrolet SS.

At least one South African Monaro known of was imported back to Australia by an enthusiast. However because it was built specially for the South African market, it did require modifications to comply with Australian engineering standards before it could be licensed.

The last domestic Holden rolled off the production line on 20th October 2017

It is worth pondering just how many of those genuine exported Holdens may still be running around on roads beyond our shores.

*A couple of years ago I saw one in Singapore. (Ed)*



The following account was provided by volunteer Giles Talbot. A truly resourceful and gruelling road trip undertaken by his father

### Post-war motoring in Central Africa

As in outback Australia at the time, motoring in Nyasaland (now Malawi) just after World War II could be a hair-raising business. In 1946 there were three miles (OK, five kilometres) of bitumen in the whole country. The remaining roads, and there weren't many, were dirt, ranging from moderate to indescribable. Thanks to my mother's letter writing at the time, I have first-hand accounts of some of our more memorable journeys in those early days. This is one, actually two.

I was born in a small Scottish mission hospital at Livingstonia, a tiny settlement in the Northern Province named after the explorer Dr David Livingstone, on a high plateau overlooking what is now Lake Malawi, 600 kilometres long. To get up there meant braving 22 hairpin bends. My father had taken my mother and brother there in our little pre-war Hillman Minx a few weeks before my expected birth in January 1947, in case the rainy season made the 250 kilometre journey impossible later.

After I was born, my father was given a few days' leave to see us. When he returned to his district headquarters, he had to drive down from the plateau towing a small tree trunk behind the car to act as a brake on the slippery red mud of the hairpin bends. Later in the journey, the little car broke a half-shaft. It was raining, and our cook, who had accompanied my father to act as muscle power in case the car got stuck in the mud, was now suffering from malaria. In driving rain they walked about 10 kilometres, my father carrying a heavy suitcase, to an isolated rubber estate, where the manager gave them shelter for the night. At a time when there was still quite a bit of dangerous game around – lions, buffaloes, leopards, hyenas, and so on.

In the morning the manager offered my father the use of his now disused former car, which he admitted was not licensed, and his part-trained mechanic. My father, who was amongst other things the licensing authority, overlooked the technicality and gratefully accepted the use of the car. This broke down several times, and finally my father left our cook, who was now too sick to walk, the mechanic and the luggage and walked the remaining twelve kilometres to the district headquarters to fetch help.

The journey home from Livingstonia with my mother, my brother and me, was almost as bad. My father's superior, the district commissioner, had lent him his roomy and powerful Dodge sedan in order to collect us. At one point a stream across the road had risen, and we stopped in order to gauge the depth of the flood. The car then would not start. My father tried everything for two hours, with a two-week old baby in the car in the heat and humidity, until a final despairing prod on the starter button unexpectedly fired the engine into life.

Several kilometres before our destination we had to cross a river by pontoon ferry. 'Ferry' is a rather grand name for a number of empty petrol drums supporting a wooden platform, attached by cable to a tree on each bank. Also the river was in flood – high and brown and angry-looking – and the ferry hawser was under considerable strain. Staying where they were for possibly two or three days seemed out of the question, and the smaller rivers and streams further back were almost certainly in flood too, so there was no going back.

My father fastened one end of a length of chain and a rope to the ferry and paid a local man with a canoe to take the other ends to the far bank. There a group of villagers were to hold the chain and the rope in case the ferry was swept away. The ferrymen heaved on the cable and the ferry crept out to the middle of the river – and stopped. My father called on the villagers to pull on the chain and rope, and very gradually the ferry edged over to the far side.

The following day one of the trees to which the ferry was attached fell into the flood. Two years later, at the same time of year, the ferry was swept away and a mission truck was thrown into the river. Two missionaries managed to swim to the bank. A third body was never found.



The London Electric Cab Company began regular service using cars designed by Walter Bersey. With a top speed of 9-12 mph, Walter Bersey's taxis, which used a 40-cell battery and 3-bhp electric motor and could be driven 50 miles between charges, were the first self-propelled vehicles for hire on London's roads. Cars on London's roads got off to a slow start in Britain thanks to the "Red Flag Act" which stated that any vehicle other than a horse drawn must be preceded by a man carting a red flag as a warning to passers-by.

Bersey fell foul of the restrictive [Locomotive Acts](#) of the time which limited self-propelled road-going vehicles to 2 mph in towns and 4 mph in the countryside. Bersey was summonsed to court at least twice for breaking the law, by exceeding the speed limit and not having a flag man.

Once repealed in November 1896, vehicles began to make their mark in Britain. The origins of the now annual London to Brighton road race have their roots in celebrating the repeal of the law. Walter Bersey shared the ideas that there were great hopes for electricity. He said: "There is no apparent limit to the hopes and expectations of the electric artisans.....in short [it] is the natural power which shall be the most intimate and effective of all man's assets." Rates were the same as horse drawn cabs. The cab could take two passengers and was fitted with electric lighting both inside and out. Electric illumination was not welcomed by all "for the comfort of people of a bashful disposition.....[who felt] as conspicuous as if they were on the stage with the limelight." The then Prince of Wales was said to have taken a taxi ride in a Bersey. Each taxi was licensed by Scotland Yard under four conditions: 1. each vehicle was accompanied by a driver 2. drivers were capable of stopping the carriage on demand 3. the taxi could turn in a small space 4. be able to climb the steepest hill in London, Savoy Hill The Bersey was known as the "Hummingbird" from the sound of the taxi and the yellow and black livery. Batteries were replaced using a hydraulic lifting system that took 2-3 minutes at the sole re-charging station in London. Electricity was expensive to generate so the company started producing their own at great expense. However, after 6 months of use, the noise and vibration escalated. Vibrations damaged the delicate glass plates, the tyres wore out incredibly quickly given the 2 tonne weight of the cab. Breakdowns were frequent. Horse drawn cabs were often faster as well. Two years after their debut the Bersey taxis disappeared from the roads.



### *MOTORING TRIVIA*

**The narrowest road in the UK** is Parliament Street in Exeter. Measuring just 48 inches (1.22 metres) at its widest point, the road is barely wide enough for two people to pass side-by-side. The road dates from the 14th century and is also claimed to be one of the world's narrowest roads.

**The first multi-story car park in Britain** was constructed in 1901 in Deman Street, just off Piccadilly Circus in central London. Also the world's largest car park at the time, it covered more than 19,000 square feet and the six upper levels were reached via a hydraulic lift which was capable of raising a three-ton vehicle.



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# President's report for the Motor Vehicle Enthusiast Club Inc. AGM 2020-2021

Welcome everybody to this our 35th AGM

Tonight we have two nominations for life membership of our club

Brian Smith is nominated for life membership in appreciation and recognition of the effort he has put into the club. In April 1986 the Motor Vehicle Enthusiasts Club was formed after the closure of the then Jaguar Club in Darwin. A major mover in the foundation of MVEC was Brian Smith who served as our first president as well as on the executive for several years including as public officer, in 1999 when we were granted the licence to the Hangar Brian spent several weeks physically helping to change the interior layout of the Hangar to suit what we have today.

Mike Wright is nominated for life membership tonight in appreciation of the work and effort he puts into the club. Since joining our committee in 2012. Mike spends several hours 3 and 4 days per week keeping our membership database up to date as well as collecting, sorting, recording then banking money from membership cash payments and donation boxes in the Hangar, also his help in the general upkeep of vehicles on show in the Hangar.

Committee: This coming year there will be changes to our committee.

In the last financial year we have not been able to hold three committee meetings because of a lack of quorum (less than seven committee members at meeting) this year we are reducing our committee members by special resolution.

Julie Danvers our Treasurer since 2010 transferred to Maningreda for work reasons earlier this year. On behalf of MVEC I thank Julie for the terrific work she put into the club during her time as treasurer.

Consequently Dave Kelso has stepped in as treasurer assisted By Suzy Kleehammer, thank you both for the hard work you have put in keeping our audit details up to date for our accountant BDH.

Hangar A big vote of thanks also go to the regular band of volunteers who keep the Hangar running. There is Leo who opens the Hangar for visitors every Monday to Saturday from 8.30 to 4.30pm, to Warren, Suzy, Dave, Pete the Plumber, Ian, Rod, Mike and Pete who put in so much time each week keeping the Hangar and yard spruced up and to Bob who makes sure our supplies are topped up each week. Guided visits to the Hangar by primary, secondary and disadvantaged students began again earlier this year

Members Currently we have 452 financial members made up of 390 single and 62 family members

Club Registration Scheme our monthly list from the MVR shows Financial members currently have 265 motor vehicles and 92 motor cycles registered under the scheme

Banking we continue to bank with Bendigo Bank and despite COVID we are still keeping our head above water our treasurer Dave will give you an update in his report tonight.

Donations We continued giving time and financial assistance to various charities and organisations this financial year including the Lions Clubs of Nightcliff and Palmerston, Legacy, Palmerston Special Children's Party, our members willingly supported various events with their vehicles for display.

Newsletter Ted continues to publish the ever popular MVEC Transmission, every copy from 2007 to the present issue is available free on the website [mvec.weebly.com](http://mvec.weebly.com) thanks to Ted and Shirley who proof reads every one for spelling and bad language.

Suzi has taken over sending regular email messages with information regarding club event notices. Any comment reply etc. need to be to [mveclub@bigpond.com](mailto:mveclub@bigpond.com) marked attention Suzi. 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 in these times of COVID

Peet Menzies  
President MVEC