

Motor Vehicle Enthusiasts Club

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TRANSMISSION



If you find you need more information about this club or just cant wait to join ring Peet Menzies on 0417 855222
GPO Box 911 Darwin 0801
In Katherine call 89710605
Newsletter enquiries to Ted propellers@bigpond.com or 89886049

The voice of the Motor Vehicle Enthusiasts Club

Cruizin with TRUCKS! The Australian Trucking Association Kids Convoy



The marshalling area at the start. That's Les Wilson's International in front of my Model T Ford

I just go in these things for a bit of fun. The NT Trucking Associations Kids Cruise was no exception. But after finishing an hour late, the boss lady hunts me down and as I am eating my lunch and she fills my arms with goodies. She explains, I had the oldest truck!

Peet Menzies, being tied up with trucks forever came up with the thought that a bunch of old trucks tagging along behind a bunch of smicko new ones would look good so a bunch of us MVEC enthusiasts rolled up with our assortment. Peet and grandson Adam were in the club's 1952 Foden aircraft refueller, Les Wilson in his 1948 KB5 International, Trevor Feehan's 1929

Dodge 1 ton truck, Stan Perron's 1928 Dodge ute and me in my 1921 Ford T Omnibus. (well the organisers reckoned it was a truck!)

The roll call for the newer trucks was amazing! There were eighty something of them. Most of em being bloody big shiny prime movers of every brand. In there were concrete trucks and traybacks but no trailers. Trailers were not permitted along Mitchell St in the city. There were also a few mining trucks which were restricted in speed so the plan was for us and the mining trucks to cruise together at the rear of the convoy. With a cop escort they fired em up and it was a wonderful sight and the sound was just as



Can you imagine a cop stopping one of these fellers to give em a ticket! Seriously though, they were greatly appreciated .



No petrol for Stan's Chrysler. Just wind it up!

good as it can get as they pulled out of the BP depot on Wishart Rd (I could imagine CW McCall smiling as he said "Looks like we got ourselves a convoy")(People around in the 1970's know what I'm talking about. It's a song) Anyhow as the last of the big trucks pulled out and we weren't close on their tail I was groaning as I figured we were going to get left behind (every convoy I go in seems to get split up). I needn't have worried. A friendly Land cruiser with "wide Load sign and flashing lights jumped in front of us and escorted us the entire route. Now every time I take part in one of these parade events, the leader hoons off and its difficult to keep up and at the first traffic light the whole thing falls to bits. Not this time. Our escort would slow the procession down to a crawl so the last vehicle could keep up. We certainly separated from the main convoy but with one of the mine trucks able to accelerate to a blinding 20 kph, spectators were able to get a



This baby carts acid . It seems to go on forever. That's our club's Foden parked at the back of it.

good view. Cars had enough time to pull over and whip their cameras out. More than once I spied cameras and phones pointing out of windows in our direction. Especially at traffic lights. The model T usually has trouble keeping up. This time it was as slow as it would go in high gear. And it was totally stress free. Keeping company with these massive trucks was a treat, but getting a certificate and a bunch of hard cover books about trucks was the icing on the cake!! And our club chefs made \$750 for Camp Quality selling snag sandwiches. Just keeps on getting better...!



Check out this 1966 Diamond Reo. "Gambler" It belongs to Curly and Eric Mason and it's a beauty. They spent 7 months doing it up to it's current condition. Pulling it down to the chassis rails it copped a new engine and driveline. The cab was raised 8" and the sleeper was added. Its brand new inside as well. This is the first model made after Diamond T and Reo companies merged. And in Eric's words "It has to pay it's way." That means it's not just a show pony, it's a worker too

Built to his own design for his Gulf Transport fleet, Jim Cooper has manufactured these trucks at his own workshops in Brisbane for underground mine work. This truck has the engine mounted amidships with the radiator out back. The trailer behind it is also powered with an engine and transmission setup identical to the truck up front. Normal setup has 2 trailers and pulls 50 ton payload up a 16% incline but will accommodate 90 tons when required.



Anther pair of Gulf trucks. They escorted their underground colleague around. When they slot a power trailer in amongst these fellers they have five trailers. Makes a 350 ton payload and grosses 500 tons. 760 HP Cummins engine in the prime mover plus another one driving the trailer makes a total of 1520 HP. Serious grunt!



RAID

PORONKUSEMA

2009

SHAYNE HARRIS

I was sitting in Darwin and had just been informed that the delivery of my next project had been delayed, because the roads had been washed away.

WHAT TO DO?

As fate would have it, at the same time I received an invitation to attend a Citroen 2CV Rally into the Arctic Circle – Raid Poronkusema.

Now Raiding is something that is entrenched in the history of Citroen, the first recorded 'Raid' being in 1922, when a Citroen autochenille was the first motor vehicle to cross the Sahara¹. The term is used today, to describe a group of people travelling in like Citroën vehicles, into new lands to be immersed a different climates and cultures.



The term Poronkusema is less known, the word comes from the Finnish 'poron' (genitive singular of poro, "reindeer") and the Finnish 'kusema' (from kusta, "to pee")². When a reindeer is harnessed to the sled, it cannot urinate, so you have to stop to let it pee. The distance between these urination stops is a *poronkusema*. Now quantifying this distance is a little more difficult, but generally agreed to be just over 7km, or about a Belgian light year.

With the etymology out of the way, we can safely move onto the trip. After boarding a flight in Darwin, where the mercury indicated it was about 35 degrees Celsius, the body was up for a rude shock when disembarking in Finland where it was about minus 20 degrees Celsius. Finland, I learned quickly, is a country where there are more numbers on the thermometer below the zero than above.

¹ Georges-Marie Haardt and Louis Audouin-Dubreuil, *Le raid Citroën. La première traversée du Sahara en automobile, de Touggourt à Tombouctou, par l'Atlantide*, 1923.

² Wikipedia, *poronkusema*. <<http://en.wiktionary.org/wiki/poronkusema>> Accessed 24 February 2009.

Lauri, my esteemed co-driver and ice racer of many accolades, inducted me to ice driving on an ice track, on a frozen lake. He was quite complementary at my ability to recover from the loss control due to limited traction between the spiked tyres and the ice, he was less complementary at the frequency of the loss of control. Later he was heard to say ... 'he drives well on the ice ... for an Australian'.

Describing raiding is always difficult because it is something you have to experience. One could start by explaining the camaraderie that brings people together. In this instance 28 people from 10 countries slid 3500km on ice through the snow in 14 Citroens and enjoyed the festivities each evening.

One by one the participants became members of the Snow Wall Society ... ohh so easily done when the road disappears the world goes white. You sit there with a silly look on your face and when you try to get out you realise that your doors will not open ... often leaving the boot as the only method of egress. The temperature is not a problem at this point, because there is ample shovelling to be done before there is a hint of any further forward progression. Fortunately all damage was limited to egos, such fragile masculine things that they are.



Shayne enters the Snow Wall Society. Rick PEMBRO



Veikko enters the Snow Wall Society. Tanta RIK

The steepest learning curve occurred on the Baltic Sea ... ice, being ice is generally a lovely flat surface. That is, of course, until the ice moves and then it can be like a lump of concrete jutting into the air ... or worse like a lump of concrete jutting into the air but covered in snow. Then the first indication you get is BANG clump clump clump clump scrapppppppppe, or some such other sound that indicates two tyres off rims and a suspension eye have met their untimely end. But the camaraderie that epitomises raiding kicks in again, on this occasion all were driving off the sea within two hours of coming to an untimely halt. All said and done, Raiding is about living the dream.

CITROEN SM SPORTS MASERATI By Howard Moses

In the early 70's, and for only 5 years, Citroen produced a limited number of Speciale Maserati (SM).

This exotic coupe was a result of the acquisition of Maserati by Citroen in 1969. It featured the Citroen hydro-pneumatic suspension and braking system, an extreme aerodynamic body developed at French Aero-space, and a Quad Cam V6 motor based on the successful Indianapolis Maserati V8 race motor.

The performance was stunning, with outright wins in the Moroccan and East African rallies.

French Gendamarie and German Politzei road patrols embraced the SM and claimed that no one ever got away from the SM pursuit patrol car !

The SM was rated the fastest front wheel drive car in the world at that time.

Author Graeme Greene, Race driver Mike Hailwood and comedians Cheech and Chong were among the celebrities who owned SM Citroens.

To my great surprise and delight, I located a 1972 model SM several years ago, stored in a Darwin garage.

This SM had been imported from Texas USA in 1995

by an eccentric doctor. For the next 7 years the SM was lightly restored, but never completed or driven. Some unusual circumstances involved the doctor leaving Darwin in a hurry, and the car was auctioned off to an Architect. During this process a large number of body parts and bright-work mysteriously

disappeared. The Architect stored the car in a dry garage and never got around to advancing the project. After much negotiation – mainly with his wife who wanted the garage space, I managed to purchase the car, get it started and with LHM leaking out of the spheres, load it on a trailer to transport the car to the Motor Vehicle Enthusiasts Club at the Old Qantas Hangar Darwin. Restoration then began apace. The SM was fitted with new spheres and accumulator, new

tyres, battery, fuel pump, wiring relays, all new hoses, filters, points, plugs, condensers, complete engine and gearbox service, then cleaned polished and put on display in the public exhibition space in the Hangar.

It was a splendid day late last year when I got an urgent call from a rural club member who had discovered the missing parts in a lock up storage. After more negotiation and letters to the Doctor's UK estate, I managed to buy back the missing parts. These have now been fitted and the SM is finally complete.

The SM has recently been comprehensively road tested on a temporary licence permit, and is a delight to drive.

Everything seems to work, and the Variodrive steering is truly magnificent. The odometer reads 99,414 kms, and that maybe genuine considering the condition of the silver green paintwork, the upholstery, and the years the car has been off the road. Certainly the SM could be taken to another level, mostly interior, fitting carpets, trim mouldings, radio, and Australian standard seatbelts for rego.

I really appreciate the Citroen marque and my regular drive is a yellow D Special.



The **Road Transport Hall of Fame** in Alice Springs has 2 significant celebrations coming up
19th May– Celebrating 75 yrs for the AEC Government Road Train
6th August -Celebrating 80 yrs since the first train into Alice Springs
Details contact Kel Davis 0421771412

A Disappearing Gun

A promotion for the Gangsters Ball?

Near Dunedin in NZ is Tairaroa Head. On Tairaroa Head is Fort Tairaroa, the home of a historic and unusual gun. The 1886 Armstrong 6" disappearing gun managed to survive all these years and is now well preserved in its original location and condition.

Life was not always so sweet for this most impressive piece. Between 1885 and 1905 a threat was perceived from the Russian Navy which resulted in the construction of the fort and amongst the armaments installed was the Armstrong gun which was mounted on a carriage that allowed it to be loaded and aimed in a bunker out of sight of enemy guns, raised quickly with a pressurized cylinder, fired, then its own recoil caused it to retract back out of sight, recompressing the cylinder ready to be loaded for the next shot. Unfortunately the advance in speed of steam powered warships made the Armstrong gun sadly lacking as it was slow to load due to its complexity. By 1912 they were declared obsolete by the British. Nevertheless it was manned during World War 1 but abandoned about 1925 only to be recommissioned during WW2. Sometime after this the gun became derelict and by 1971 one newspaper reported it "will probably be buried". This got a bunch of locals fired up to get it saved and the condition is testimony to their determination. The local Historical Arms Association have done a magnificent job restoring it, complete with non explosive ammunition, tools, operating instructions, it seems the gun crew have just nicked out for smoko! And this is the only working example anywhere.

The fort is now a small part of an Albatross reserve and to see it you have to go for a tour and learn all about Albatross. That's good too!

The Armstrong gun had some colleagues that weren't quite as lucky. These were 7 tonne 7" and 3.5 tonne 64 pound rifled muzzleloaders. Same deal with the obsolete business. By 1912 these guns were removed but put on display in the parks of nearby Dunedin. The next bit might sound a bit familiar, "There they remained for a number of years. However, in 1936 some members of the council became concerned that these guns, along with the German and Turkish trophy guns also on display around the city, could incite thoughts of war among the younger generation of men. So, in the wisdom of our city leaders, it was decided that all the guns must go." The council gave the job of getting rid of them to a scrap metal merchant. After cutting up the carriages he found the job of removing the massive barrels was costing him more than their scrap value. He got permission to bury them where they were and there they lay below the ground for 70 years. About 1971 the local Historical Arms Association set out to find them. Trouble is nobody knew where they were buried. Years later the university's geology department students used a magne-

tometer on the site and located the guns. Luckily they were only 200 mm below the surface. So then they dug em up! Local businesses supplied a truck and a crane and those beaut guns were in surprisingly good condition and are now undergoing restoration. A happy ending eh!!



The gun and all its gear in its original home. The roof opens when you need to shoot. The breech end. It all works!

You can clearly see the date 1886



This is one of the muzzleloaders on display in the park. The old days!



Same gun after 70 years underground.



Cars on the World Wide Web



Not having enough time to look for new web sites this month my darling wife Sue did some looking for me and found this web site. "Aussie Muscle Car Museum"

Based in Brisbane and boasting 75 Australian Muscle cars arranged by model and year all under one roof. I would love to visit this museum, but until I get to Brisbane I guess I can just drool over the pictures on the web.

Visit www.aussiemusclecarmuseum.com.au



Australia's first dedicated musclecar museum opened late March 2005. For now, take a virtual tour through history as you view road-going examples of the legendary race cars that made put Australia on the world motorsport map. You're in for an exciting journey as you watch the evolution of the Australian musclecar from its inception in the early '60s to the present day.



Creator and collection owner Jeff Bloom has painstakingly combed the entire country, in the process forming the most diverse and largest privately owned collection of Aussie musclecars ever assembled in this country, deliberately choosing unusual colours and options to faithfully recreate the automotive fashion of the day.



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Email Ted at propellers@bigpond.com or 89886049.
Deadline.. The end of the month.

IT'S NOT CRICKET!

Due to "conditions" at Livingstone not being up to world championship standards...."no pitch, slopes away into oblivion at one end and if you hit a six you might find a few long grassers out there somewhere," the MVEC Vs Classic Holden Car Club World Series Cricket has reverted to its former venue the Batchelor oval. Always good fun and a nice drive. Make sure you are there!

Military Vehicles and equipment clearing sale in Victoria
Lots of stuff. Call Peter Deering – 0408 332 356
Or www.alexscott.com.au Look under clearing sales

Austin Lancer 1957-59

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" With or without laces?"



The motor vehicle Enthusiasts Club
Extends its thanks to
**Shannons
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For its continued support for the club

WOTS ON THIS YEAR

April	19	From 9.30 am Open cockpit day at Aviation Heritage Centre . MVEC run the barbie. Proceeds go to legacy. Can show off your car too. Gold coin to Legacy for entry..
	26	Pizza evening at Tim and Shani's place . See below. Fantastic!!
May	2,3	Country music festival in Katherine. Beaut Ute competition
	9,10	Power Cruise
	17	National Heritage day of motoring
July	11	Gangsters Ball at Berry Springs Community Hall. Cops (Elliott Ness and mates) welcome too! Press your pinstripe suit. Oil your machine gun. We now have two live professional acts (real good rock n roll plus middle of the road stuff) plus another playing recorded music. Don't miss it!
	19	MVEC vs Classic Holden Car club cricket match . At Batchelor oval. See note previous page. A blast! Leave Wishart at 8.30am. Lunch supplied bring drinks and chairs
Sept	6	Fathers day car show . See below

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Stop Press

Tim and Shani have invited everyone to their place again for another Pizza night. They did this on Australia day and it was a fantastic show. Tim has his own wood fired Pizza Oven in his backyard (check out Feb Transmission). 80 Vanderlin Drive. Sun 26th April 5.30 pm. Bring some DESERT, DRINKS and a CHAIR. No money involved its for free (what a deal). But you do need to call them by the 19th April and let them know you are coming (for catering purposes). **RSVP Phone 89281182**. You won't be sorry.

Shannons will not be holding their Motoring Extravaganza this year so **MVEC will hold a car show** at the hangar on Fathers Day 6th Sept. It will be a one day event and there will be no extra shade structures erected for the day. What we need to know is what sort of response we will have from members in the way of vehicles to put on show. If we have enough response from our own membership it will be restricted to MVEC members. If there is not sufficient interest from within the club then invitations will go out to other clubs to participate. So we are asking everyone to please indicate what goodies they would like to display that day. We need to know this information well in advance to make the decision regarding invitations. It will also make for a smoother running event if we have this info.

So could all those interested in displaying something contact Ted at propellers@bigpond.com or 89886049