

Motor Vehicle Enthusiasts Club

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TRANSMISSION



The voice of the Motor Vehicle Enthusiasts Club

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

Hooners

With the Territory's new anti hoon laws, a bloke (or lady) needs someway to let off a bit of steam legally. The Rejex Rally proved to be a perfect remedy with no side effects

The last time I went in the REJEX Rally with my model T Ford I had registered it for the first time the day before. The 60 Km drive to the start line was seriously terrifying and considering I had done the last few Rejex in an RX7 I suppose it wasn't surprising I sheared the wooden spokes off one of the wheels very early in the event. Two years later and a lot more experienced at the unusual technique of driving a model T, we fronted up at the start line again
Getting to the start line was much less stressful as we camped at the hangar in our caravan. We had the Ford T in Darwin the night before as a prop for the Navy's Coonawarra Ball. All the guests dressed up in their finery had their photo taken with our T and Stan Perron's



Geoff Smith & Mark Wynne. Definitely hooning!

1928 Chrysler. This left us in the big smoke to share the hangar with the Katherine mob that had travelled to Darwin late Friday ready for the event first thing Saturday. We arrived back at the hangar earlier than expected and with a bit of evening left ended up working on Ian Locke's beaut FX Holden which developed charging problems as it rolled into Darwin. Not being used to wearing a tie, let alone a suit I was grateful to



Teenage Mutant Ninja Turtles rool! Justin O'Meara & Alicia Arvon are Leonardo & Donatello. The Lancer is Raphael



*Jim Chatfield points the way to go for Leo Izod in the 1904 Oldsmobile.
Check out <http://revver.com/video/1406145/in-my-merry-oldsmobile-1932-cartoon-commercial/>*



Del and Bob Edwards floated in to get the best presented award. It's a Canadian Maple leaf on the door!

one of the Katherine blokes who thoughtfully picked up my tie which was dangling close to the fan, and tucked it in my shirt pocket. And the Holden's problem? Easy, charge the battery and push start it for the weekend. The high point of the start was Leo's 1904 Oldsmobile. I wrote about it many months ago but here it was in its shining glory and chug chug chugging along. Absolutely poetry in motion! The problem with driving one of these older cars is you get started off early. The only car in front of us was Leo and his Olds. Unfortunately, due to the government giving away Hughes Airstrip to the bush-fries, we couldn't use it for the first competitive section as usual. Instead we

headed to Hidden Valley Raceway. It's an unusual feeling pulling out of pit lane onto the straight in a car that goes only 50 k's. The routines we had to negotiate were at either end of the straight. The event sponsor, Mark Brustolin lined up in front of us in his 1932 Bedford Ute and we watched him tackle those witches' hats. He had no problem navigating his way round but on the last turn his spare tyre had a panic attack and vacated the car and headed for the Armco. This revived my memories of our wheel quitting last time I engaged in this insanity, I took it easy! It's amazing how much easy it is to navigate when you are going a bit slower! At the second routine we quit that theory, we still got lost but no broken wheels. Things

were looking great. All the way to near Manton Dam for the next routine. This one involved reverse gear. In a vehicle that has zero rear vision and reverse is a pedal on the floor it was interesting and I think we didn't get lost. Cruising at 50 kph we didn't hang about to watch the others, and lead footed, in a model T that's lead handed, it to Adelaide River for lunch. The kind parking attendant reckoned we had a special vehicle and invited us to park it over by the railway station building on show. Very nice!

While everyone else headed south to Fenton Airstrip, we ducked back to get some petrol. That put us way

behind the crowd and we were just cruisin along enjoying the day when we spied an old vehicle up ahead. Someone going even slower than us! Getting closer we spied Mark Brustolin's absolutely beautiful 1926 Dennis Fire Engine. It was not running at all well. We did a bit of diagnosing and found it running on 2 out of 4 cylinders. It was doing amazingly well considering. Delving deeper we found no compression on the offending cylinders. It seems two valves had managed to wind their adjusters in so they were not closing. A quick Tappet adjust and it was running beaut again. We were a bit late getting to Fenton but it was sure worth it to get to have a play with the fire engine. At Fenton we had the standing ¼ mile. One notable result was Leo in the Olds attained the blinding speed of 19kmph!



Anybody with ideas that 4WD's are unstable should watch Robert Nixon & Kim Linke do their stuff!

Overnight at Hayes Creek and Sunday back at Fenton we found another advantage of lack of speed. When the navigator told you that you were going the wrong way, you could stop and reverse and correct the error. Another time we had a discussion about which way to turn before we got to the offending spot! By the time we got to McDonald Airstrip Sunday arvo I reckon we had it sorted and were getting the old Ford a bit motivated. Was that rear end starting to drift? Was I dreaming or just wishful thinking! Anyhow it felt like we were getting the feel of it and driving a bit fluently. Trouble is by now the event was over!



Doug Glasson indicates to Heath Vincent where he should go. I don't think Heath can see Doug's directions!

It was a total blast. We now have another RX7 in the family. It's a big decision what to drive next year. One things for sure, we will be there!
Life is Tough!



View from outside!



We managed to keep the wheels on our 1921 Ford!



Lars Copcutt styles it up. He didn't clear that witches hat!



Danny Rutherford has his entire family to make sure they don't get lost!



Perhaps Rob Marchant & Ted Chambers thought they could evade the hoon business by dressing up as a cop car!



You gotta give Luke Drennan credit for getting the big Chev between those witches hats!

Rejex can be hard on a relationship. Lorraine Colliver spat the dummy and launched the route sheet out the window when Garrey took a short cut across the course. Here she is off on foot to retrieve it!



It seems Leigh and Bev Davis were supposed to be at the event babysitting their grandchildren but were having too much fun driving!



Mark Brustolin's super smicko 1926 Dennis fire engine. Note the blue bonnet. When the vehicle was new they didn't paint the bonnet red like the rest of the truck because the heat generated by the engine running for long periods standing still (fighting fires) caused the bonnet to get so hot it blistered the paint. So they blued the bonnet instead. It is painted these days with polished brass rivets and flutes. Looks awesome in the flesh!





CRUIZIN OZ

When I told him about this car someone said "why would you do that?" Easy, Lennie wanted a '34 Chev cos he had one when he was a kid. He also wanted a 4WD. He only had room for one car in his trailer so he combined the two and what a fantastic car he created! Lennie had enough of work and the big smoke so he built himself a custom motor home, a hefty trailer and the car to put in the trailer was the 34 Chev Rod. This is not your normal rod though. With a background of panel beating and mechanics, Lennie bought a damaged late model Hilux V6, removed the body and grafted a 1934 Chev roadster onto it. Naturally things didn't quite fit. There is mobs of custom work with the body widened and the roof lowered. The roof now has gutters, something it didn't have when new. The Toyota firewall has been grafted into the Chev to make fitting all the bits easier. Likewide the doors are Chev on the outside, Toyota on the inner. That way the electric windows off the Hilux work. Same deal with the door trims. And it has Hilux pillars too. Makes the doors shut easy! The dash is from the Toyota, it has been narrowed so much there is no glove box, but it all looks like it was made like that new. The seats naturally are Hilux but are a lot lower to give that hotrod stance. Its got a dickie seat out back too, it started life as a Falcon roof. The sunroof Lennie found on the side of the road. He reckoned it looked good and on it went. The guards are a work of art. The front ones have been narrowed 3 1/2" and are 10" longer than when Chevrolet made them. The grille was totally fabricated by Lennie. The whole story would take a whole book to tell, there is so much innovation in this car.

It took only 9 months to build it. That's 5 days and nights a week. Why not 7 you may wonder. It's because Lennie and his lady Trish are serious rock n rollers. They need 2 days a week off to go dancing. And what are this couple doing? Cruisin OZ of course, in style!

This is cruisin in style. There is a Motor Home under that annexe . He built that too. The interior décor is a 1950's party! Even Elvis is there. Most nomads leave the shed behind when they hit the road. Not Lennie, he has enough gear to do anything to the Chev or the bus, or the trailer. And there is still room in there for the Chev when they're cruisin!



This car is no show pony. Its got plenty of scratches and dirt from being used as an everyday car and a bush 4WD! Numberplate 4WD 34



The engine is a shoehorn fit! V6 petrol



Memories started it all. Lenny sold it for 5 pounds when he was a young bloke.



These shots give an idea of the amount of reshaping that went into the guards. Note the nice chrome headlight. The authorities made him paint them. They might reflect in his eyes! Wot a lot of rubbish!

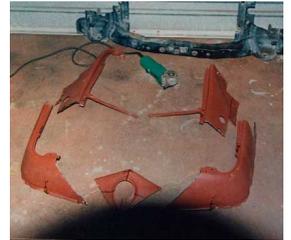


The grille is totally fabricated from flat steel. It is so solid it doubles as a roobar!



Neat dickie seat eh!

The grille surround had to be made wider and higher. New bits were welded in those gaps.



Interior is all Hilux



This is how the Chev bit looked at the start. It cost \$2000. They have been driving it 7 years.



The front was fabricated into one unit.



The Toyota part of the deal. \$2250 at auction



You can see how much widening went in. Note the hunk of Toyota firewall. Makes bolting things on easier.

VALE – Jim Yates

Members and friends were saddened to hear of the recent passing of Jim Yates, a founding and Life Member of MVEC.

Jim and Margaret were very involved with the Club and its activities, taking part in most events, doing much behind the scenes and working on Club projects.

Margaret as Catering Officer was a legend – functions and ‘working bees’ have never been the same without her home made cakes and scones.

We have many memories of the gatherings at their home for our members and southern club groups who were visiting. Every Dry Season saw their home open to members from other Clubs whether they needed a bed or a camp site.

Together we enjoyed runs to southern rallies and yearly runs to Katherine – who can forget the tape Jim had of a train coming through our camp at 6am one morning!

Jim had a lifetime interest in cars, trucks, motor bikes, and tractors – owning many of each.

His fleet of pristine Humbers was very much admired and in demand for weddings and official functions.

Most of his working life in Darwin was spent running concrete trucks.

In 2002 he and Margaret decided to move to Cohuna, their hometown in Victoria.

They bought “Desperate Downs” an 80 acre property on the outskirts, and were involved in cattle agistment and growing feed crops.

Unfortunately Jim developed an illness which became very debilitating and eventually he needed full time nursing care.

The farm was sold and Margaret has moved into a unit in town.

He won’t be forgotten – we’ll remember so many good times.

Our condolences go to Margaret and the family.

Sleep well mate!

Pauline Feehan

Jim passed away in Cohuna Victoria on the 18th August 2009 , after a long illness.

I first met Jim when I attend a newly formed car club called Motor Vehicle enthusiast Club in early 1986.

The club had been formed a year earlier and you were certainly made to feel welcome by it’s members. In my case both Jim and his wife Margaret became good friends. Margaret took on the position of catering officer, a position she held for many years. Jim was never to far away to enjoy Margaret’s cooking.

Jim was a hard worker, being an owner driver for Readymix, he was always a source of knowledge, particularly when you wanted mechanical advice. I know that he assisted me on many occasions by manufacturing parts on his lathe.

Jim enjoyed his passion for cars, his port, and generally having a chat and a cup of tea. For many years he provided his classic cars as bridal cars at weddings. He would dress up with a tie and be the perfect driver. In most cases he was invited to say as a guest at the wedding party.

I obtained one of Jim earlier pride and Joy’s, a 1946 Mercury. He owned this car twice in it’s life time and always regretted selling it to a nohoper out of town that didn’t look after the car. Jim help me disassemble the car over weekends, and always provided good advice on the restoration and history .

Jim has some of his earlier history at the Road Transport Hall of Fame in Alice Springs, in the form of a ford crane truck, which he owned and operated in Melbourne prior to his move to the Territory in the early 60’s . One of Jim’s dreams was to drive to Alice springs for the Road Transport Hall of Fame anniversary, however he was to unwell in recent years and was not able to complete this journey .

Jim was buried in the town he was born in . I took the time to attend his funeral, a big turnout for a great bloke . He was bought to the Cohuna cemetery in his faithful Land Lease Chev truck .

On behalf of the MVEC, I would like to extend our thoughts and prayers to Margaret and her family .

Rest in Peace Jim

Maurie Thwaite MVEC member

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Any leads appreciated

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Next Month's Transmision

Will be published early. 28th September as your editor will be a.w.o.l. at the normal publishing date.
SO if your have something you want published in it get it to me early
Cheers, Ted.

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Remember the story entitled "a tale of two Datsuns" in last months Transmission?

The car made it to Victoria OK and they not only finished the event, they came a very creditable 8th overall. At the end of the first day they were 14th. Next day they moved up to 7th and held that spot till the last day. With a blown front strut they dropped back to 8th. The Datsun went well over 9 days and 4200 kms. Especially with 2 months to build the car from a bunch of wrecks. Not bad eh! To say Andrew and Mike were happy would be a severe understatement.
Next job is the Alpine Rally....



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

WOTS ON THIS YEAR

Sept	13	Working bee at hangar
	27	Combined Club breakie / coffee at Nightcliff Pool
	27	Sunset get-together at Dripstone Cliffs, 5.30pm, BYO
October	14	Monthly meet at hangar•
	22- 23	World Solar / Global Green Challenge - Scrutineering - provide BBQ lunch for participants at Showgrounds
	25	Breakfast & watch Solar - Green cars depart Darwin (detail next month)
	31	AGM at Les & Marilyn Wilson's residence
Nov	28	XMAS Dinner at Cazalys

And for the duration of the dry season..... 1st Friday nite of the month meet at Fisherman's wharf 7.30-8pm for cruise. Open to anyone!

Last Sun morn of the month Classic Cars n Coffee at Nightcliff pool carpark. Bikes too! 9-11am

If undeliverable return to;
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An older, white haired gentleman walked into a jewellery store one Friday evening with a beautiful young lady at his side.

He told the jeweller he was looking for a special ring for his girlfriend. The jeweller looked through his stock and brought out a \$5,000 ring. The old man said, "No, I'd like to see something more special."

At that statement, the jeweller went to his special stock and brought another ring over. "Here's a stunning ring at only \$40,000" the jeweller said.

The young lady's eyes sparkled and her whole body trembled with excitement. The old man seeing this said, "We'll take it."

The jeweller asked how payment would be made and the old man stated, "by cheque. I know you need to make sure my cheque is good, so I'll write it now and you can call the bank Monday to verify the funds and I'll pick the ring up Monday afternoon," he said.

Monday morning, the jeweller phoned the old man.

"There's no money in that account."

"I know," said the old man, "But let me tell you about my weekend!"