

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

Fathers Day !

What better place could there be to take your Dad on Fathers Day. Around 500 people attended our open day on Dad's special day. And a bunch more Dads got to show off their toys!



Variety was the name of the game. You could not get more diverse vehicles than the Humber Super Snipe, the Mach 3 Mustang and the Series 1 Landrover.



Alistair Feasey and his mum Venus take the T Ford for a spin

Bob Archbold gives in car service from the barbie! Ray Sheppard mistook it for one of those drive in establishments!



vealed. Bill placed a very conservative bid and waited till the auction ended. As it turned out he was the highest bidder but the reserve price had not been reached. Being the highest bidder the seller contacted him and

Bill Harding reckons a car made in January 1951 would probably be a pretty good car and he would have a few things in common with it. He started out in life's big journey at about the same time.

As some of us do, from time to time Bill checks out what is offering on Ebay on the net. This particular time there was a Mark V Jaguar. Bidding had not reached the reserve price yet and Bill was curious what that figure might be. One way to find out is to place a bid, then at the end of the auction all is re-

asked him to make an offer. Bill replied he already had. It was in the form of his bid and that was as much as he was prepared to offer. The Seller thanked him but pointed out he would not sell at such a low price. That was the end of it as far as Bill was concerned and negotiations ended amiably. Bill was away with work commitments for a long weekend and when he arrived home there was a string of messages from the gent with the Jag. He was offering it at a price marginally above what Bill had bid on Ebay. This was a seriously, even ridiculously low price. It appeared the owner was

a victim of the economic downturn and had to convert some of his assets to cash and quickly! Bill considered the investment value of the deal and accepted. The Jaguar was situated in Perth. Bill arranged it to be in Katherine. I know from experience the feelings of doubt when you buy a car sight unseen and wait patiently for it to arrive. Eventually it did arrive. It looked far better than expected! On the hoist things got even better. The vehicle had been completely reconditioned inside and out. The engine was not even to the stage it had been run in. The suspension was all new. The paintwork was smicko the seats brand new leather. Bill's investment is no more. He is keeping it forever. It just became an heirloom. And it was built in Jan 1951!

And it won the prize for the best Pommie Car at the recent Katherine car show!

The Mk V is not the only Jag in Bill's life. He has an E Type parked in the corner of the shed. The bonnet is off at the moment. Just getting itself into perfect condition. Bill has had a pas-



Numberplate says "CLASSY". It is too!



The white haired gent is his dad. The straight laced young bloke is Bill. He can't figure out why he sold this Mk 4 Jag. Neither can I.

Photo Bill Harding



Actually Bill didn't just have the one Mk4, he also had this one at the same time. This one is a 1.5 litre. Other one is 3.5. There are horses galloping in the background of this pic. Must be Mustang country!

Photo Bill Harding



Modern day Bill with the latest Dodge



There is an E type Jag behind the Mk V. Currently getting the bonnet tissied up.

sion for Jaguars from way back. With his roots in Victoria he drove his 1947 Mk 4 Jaguar to Perth for a concours event way back in 1986. After driving across the Nullarbor he drove away with 1st prize! It also saw his car on the John Sands calendar that year. On the trip across to Perth he had five flat tyres, one of them involved changing the tyre with the rim still on the car due to problems with a damaged splined wheel hub.

He had that Jag for 9 years. Not being one to have just one neat car he had a 1921 Dodge as well, but in a moment of stress he sold them both to finance a house. So what else would you expect Bill to have in his shed? No prizes for guessing it's a Dodge. But the way it came into his life is a bit amazing. You see Bill is it's second owner. The original owner was in Warnambool in Victoria. Bill noticed one of the members of this club had a 1921 Dodge and contacted him just to check out the Dodge. When Bill rolled up the owner pointed out to Bill this is his Dad's car and it's definitely not for sale. No worries replied Bill. He just wanted to feast his eyes on such a vehicle. Well Bill must have shown a fair bit of enthusiasm as the owner ended up offering to sell it to him. Bill accepted and it is now progressing rapidly towards its original condition. He even has it's original owners manual!



There is a Buick in Bill's collection too



The latest Dodge still runs its original sized bores. A light hone and they are fine. Not bad for 88 years old



The bloke under the bowler hat is Bill. Just a couple of years ago. He doesn't have that Dodge anymore but he does still have the hat!

Photo Bill Harding



Bill did the Mk V up as a wedding car for the Katherine car show. Seats are Red Leather and lovely!

Herman and Candelaria Zapp and their kids have been travelling the world in their 1928 Graham-Paige. It started as a 6 month trip on 25th Jan 2000 and was to be from Argentina to Alaska. Maybe they got lost but in Sept 2008 they were in Darwin and the car didn't seem to have as much power as before. This problem led them to our hangar for some help. Rowan Charrington was caught with nothing better to do than drinking a cup of tea and was nabbed by Herman to assist. The problem was diagnosed as a cracked valve. Not a major problem but a visit to Repco Auto parts failed to produce a replacement and a similar story came from all the other car parts suppliers. They had no luck finding one and had one manufactured in Brisbane. Apart from a broken stud the only other problem was the head gasket. The old one was damaged getting the head off and getting a replacement in Australia proved impossible. The engine was reassembled using the best of a couple of used ones sent up from Adelaide. Rick Brown returned from USA to Darwin to continue his Rolls Royce adventures and brought a couple of new headgaskets for the Graham Paige.

Unfortunately Herman and family had already left so the gaskets have been sent on to rendezvous with him in Qld. So the 6 month trip is in its 9th year. They have had 4 children born during their travels, every one in a different country and the last born right here in Australia. They have set off for the east coast of Australia and to New Zealand.

Check out their website

<http://www.argentinaalaska.com/blog/Welcome-alaska/>

Even if you don't like reading you wont be able to put down the book they have written "Spark Your Dream". It puts you right in the drivers seat. Allow me one little quote "We came across some Germans who have a 4x4 van, the latest model, totally kitted out, ready and adapted for the worst the jungle has to offer, it even has an international phone and satellite tracking. However, so much technology has played against them, they are towing the van to Quito because they don't have a way to fix the computer in the engine. With enormous indignation, they watch us leave them behind, listening to the typical noise of an old car that goes slowly, but goes."



*Need help with your Graham-Paige?
The experts Rowan, Leo, Herman and Tom!
Photo.. Rowan*



The Graham-Paige amongst friendly machinery in the old QANTAS hangar



President's report 2008/2009 for the Motor Vehicle Enthusiast Club Inc.

I will start this report by thanking Les and Marylyn for allowing us to hold the AGM here for the second year running, thank you both.

A sad note this year has been the passing of foundation and life member Jim Yates who put so much into the early development of MVEC.

Membership

Since 2008 AGM 46 new membership applications have been accepted. Club memberships is made up of single and family members, this equates to a total 360 members, up from 332 last year.

Katherine branch consists of 29 memberships or about 12% of membership.

Attendances at club events by members have been poor considering membership numbers although this seems to be common to all clubs.

Club Registration Scheme

January this year saw the introduction of the new Club Registration Scheme the changeover has seen some problems regarding definition of corporate bodies and vehicles over 4.5tonne not being eligible for Club Registration, this was cleared up and our Foden has been registered in MVEC's name although the MVR website still lists that vehicles over 4.5tonne cannot be registered in the Club Registration Scheme

Finances

Club finances were given a huge boost this year with the completion of the Sand Fly project by dedicated club members, Chris will give more details of where we are financially in his treasurer's report.

Pressure of work has caused Chris to stand down as treasurer but he will stay on the committee this year and I would like to give a vote of thanks to him for the terrific work he has put in this last 12 months.

Committee

I would like to thank the committee members for the effort they have put in this year, running the club, organising events and running the sausage sizzles that enable us to support various charities, it has not always been easy. Our secretary/public officer Stuart has again been able to obtain several grants for various club projects.

Newsletter

Ted continues to turn out a newsletter that is the envy of other clubs thank you Ted

Club and Hangar Activities 2008-2009

I start by thanking the people who are at the Hangar on a regular basis keeping it open for visitors, namely, Leo and Tom for always being there Rowan, Barry McKenzie, Barry Stach, Ron Green, Trevor, Howard and others I have no doubt missed.

We continued with the committee meeting starting at 5.30 pm on the 2nd Wednesday of each month, followed by a sausage sizzle before the member's meeting at 7.30. Attendances have again averaged between 30 and 40 members and their guests. Guest speakers have proved popular this year. Sundays following the meetings have seen an increase in members at working bees

Club and hangar activities this year have included

- **January**

12th January A presentation by John Kirwan from MVR on the Club Registration Scheme

26th 6 members participated in Australia day ute run

- **February**

\$2000 donation made to Victorian Bushfire appeal and \$1000 donation to Queensland flood victims

19th to 22nd February open days for commemoration bombing of Darwin

- **March**

Stuart obtains Grants for English wheel, laptop for Katherine and banner to replace stolen club banner

12th Transport Minister Gerry McCarthy launched Club Registration Scheme at Hangar

Ron Blanchard and helpers complete more preschool projects for Anula preschool

15th club takes part in ATANT trucking convoy for kids and donates \$750 from sausage sizzle to camp quality

\$150 donated to Nightcliff lions children's film festival

- **April**

\$515 Proceeds from the Aviation Heritage Centre open day sausage sizzle donated to Legacy

Purchase of materials and construction of a dust cover for the Sandfly commenced

Howard Moses heads to Tasmania for the Targa Tasmania Prologue event in the ex MVEC Alfa

- **May**
New Windsock fitted to front of Hangar courtesy of Wilco Rowan and helpers completed the Sandfly cover
17th Heritage Motoring Day attended by five members some dissatisfaction at lack of space at Mindil beach owing to Sunday markets
- **June**
Moving picture frame purchased from Tom to display restoration work on the Sandfly
New Club member Rick brown from USA left his 1923 Rolls Royce Silver Shadow on show at Hangar until October, Rick having travelled through 57 countries in the Rolls including Peking to Paris
Richard Luxton from Coomalie gave an excellent talk at the monthly meeting on the WW2 Beau-fighter bomber
- **July**
11th The Ted and Shirl Mumme Gangsters and Moll ball was held at Berry Springs with great success
18th MVEC members provided vehicles for opening of new suburb of Lyons
19th annual MVEC V CHCC cricket match held at Batchelor MVEC winning again
- **August**
1st to 3rd annual Rejex Rally this year taken over by NAMSC with Darwin and Katherine members taking part MVEC did the traditional prestart breakfast, profit was \$300
Work on preschool projects continued thanks to Ron, Mike Wright and Richard Corbett
22nd Katherine club supports the Katherine festival with activities and show and shine
30th Shannons open day at Hidden Valley up to 90 vehicles from Darwin car clubs left from the Hangar for Hidden Valley at 9.00am great day was had by all
- **September**
5th Katherine club father's day run to Emerald Springs was a great success
6th father's day club car show at hangar saw a good rollup of visitors thanks go to all the members who helped on the day
8th in 1919 Hudson Fysh and Pat McGinness were commissioned by the Australian government to survey the Longreach-Darwin section of the route for the Australian Government's £10,000 (\$20000) prize for a flight from England to Australia in a T model Ford
A commemoration run from Longreach ended at the hangar after being escorted in by MVEC members in pre 1930 cars
- **October**
21st to 23rd The Solar Car challenge was on again and our members again supplied the sausage sizzle during scrutineering at the Darwin Showground sowing a profit of \$250 over 3days

Peet Menzies
President MVEC 31/10/2009



At the arrival of the Hudson Fysh commemorators Pete gives everyone a hearty welcome. The Model T they drove is on the left

Tornado season

When I visited England a couple of years ago I was amazed and impressed at the variety of good, old stuff they had preserved. Cars guns trains planes, you name it they have one preserved and most likely functioning.

It turns out the English didn't always get things quite right!

You see they used to have these steam locomotives, the "Peppercorn class A1." It got its name from the bloke that designed it, Arthur Peppercorn, a railway engineer, and 49 of them were built from 1948. They were ideally suited for the post-war world of poor maintenance and heavy trains, and were able to use lower grade coal than their predecessors. The final five were even equipped with roller bearings enabling them to go for an average of 118,000 miles between heavy repairs, making them the cheapest to run of all British steam locomotives in the same category. They were also the most reliable of all of the express passenger steam locomotives owned by British Railways. Trouble was, when Diesels became popular in the 1960's, all 49 of them were scrapped. Really scrapped as in cut up with the oxy torch.

Now you are wondering, why would I report such a miserable piece of information? Well the good news is they built a brand new one! And it is running on the same rails as all the normal trains. You can even grab a ride on it.

A bunch of enthusiasts got hold of the original blueprints, modernised them where necessary and with a big mob of volunteer labour and expertise, and only 18 years after they started they have a fully functional and operational Peppercorn class locomotive. Its name is "Tornado." During commissioning tests they needed a load to make it work a bit. With 2000 drawbar horsepower what better object could they find for a load than a dead diesel locomotive complete with carriages. It has already been run at 75Mph. The original ones did 100. I bet there will be a steam head driver who will get it past that goal...

They have not only built a beaut locomotive, they also have a beaut website to tell you all about it. It is very comprehensive with the story behind the original design and Arthur Peppercorn right through to the start of the project in 1990 when they began checking to see if the plans still existed. Then there is a chapter a year until 2008 when Tornado actually went out and strutted it's stuff.

I love some of the statistics..

Total weight including tender 168.8 tonnes

Boiler pressure (maximum) 250 lb/sq in

Maximum speed 100 mph

Diameter of driving wheels 6' 8" 2.03 m

Cylinders 3

Piston stroke 26" 0.66 m

Piston diameter 19" 0.48 m

BOILER . .

Maximum diameter 6' 5" 1.96 m

Overall length 29' 2" 8.89 m

Heating surface (firebox) 245.30 sq ft 22.79 m²

Heating surface (small tubes) 1211.57 sq ft 112.56 m²

Heating surface (superheater flue tubes) 1004.50 sq ft

93.32 m²

Total evaporative heating surfaces 2461.37 sq ft 228.67

m²

Superheater heating surface 697.67 sq ft 64.14 m²

Grand total heating surface 3141.04 sq ft

Check it all out at <http://www.a1steam.com/>

You can even book yourself a ride!



Its just bloody fantastic!!

Photos Peter Morgan



Does anyone know anything about a green Kawasaki KX125 1988 model that was at last years Shannons motor show. I'm interested in talking to the owner please phone Brent on 0404238944.

Free stuff

Get your free ads in here. Give stuff away, sell stuff , get information. Whatever you like. Email Ted at propellers@bigpond.com or 89886049. Deadline.. The end of the month January is editors day off. No Jan edition.

Wanted---
1 Mini wheel
with or without tyre.(10 inch).
Phone Stan 89270117

Chev or Pontiac 1958-1964

Draglink or tie rod off non power steering model wanted

Please phone Ted 89886049
propellers@bigpond.com

Rover 1971 P6, 3500 V8
Red Sedan. Good tyres,
Engine ok. Needs brakes,
Unregistered; last rego VCC477 (plates handed back)
Ex Camp Quality car #50, but has been returned to street car.
\$1000.00 o.n.o.
Phone Adrian 0438894900



The motor vehicle Enthusiasts
Club

Extends its thanks to

**Shannons
Insurance**

For its continued support for the club



EVERYONE IS WELCOME TO COME AND SEE CHRIS AND CATHY'S SECOND HOBBY OUR CHRISTMAS VILLAGE. WE ARE HAVING AN OPEN NIGHT ON THE 11TH DECEMBER AT 7 PM FOR ALL CLUB MEMBERS AND THEIR FAMILIES. THIS INCLUDES GRANDCHILDREN AS WELL. YOU CAN FIND US AT 1/10 GLYDE COURT LEANYER.

Wots On

Nov

Sunday 15

9am to midday - QANTAS Hangar Working Bee

Saturday 28

Christmas Dinner at Cazalys, Palmerston . 7pm

Please bring one small present per couple (max value \$10) for Kris Kringle

\$25 / person, money to be paid by 20 Nov to secure a meal (place money in envelope in Lectern at Hangar with name and what for on outside of envelope, or contact Stuart for EFT details)

Dec

9th monthly meeting at hangar

Friday 11 December

Club viewing of Chris and Cathy's miniature Christmas village display

7pm at Unit 1, 10 Glyde Crt, Leanyer

There is no monthly meeting in January, nor is there an edition of Transmission.

If undeliverable return to;
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A gynaecologist had become fed up with malpractice insurance and paperwork and was burned out. Hoping to try another career where skillful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could. When the time for the practical exam approached, the gynaecologist prepared carefully for weeks and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark. "You put the engine back together again perfectly, which is also worth 50% of the mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career."