

# Motor Vehicle Enthusiasts Club

No 48

Nov 2010

# 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 08 89886049

## Henry

When Mike Marsh drove in with the trailer groaning under a massive load of rusty old car bits, his wife, Leone shouted "and you can keep on going up the road to the dump!!" What she was seeing was 2 very full trailer loads of very old, dusty, dirty and rusty Model T Ford parts.

Mike lives near Geraldton in WA and had always liked the idea of restoring a T Model. One day he was having a beer with a bloke and the subject of the T came up. The feller mentioned he had a shed full of T bits he had collected in his travels . It turned out he had been amassing all this Model T stuff for years. Mike bought the whole lot.

The initial idea was to build a 1915 roadster and a later model delivery van as well. The theory it would be easier to fix up two of everything at a time. It is easier to fix the second diff while you have it fresh in your mind how you did the first one. Same with



*1915 Ford T Roadster, named Henry! Beautiful!!*

the gearbox and so on. But in reality he realised it was going to take forever and if there was only one, then there would be a finished model T in his life a lot sooner. So the roadster progressed and time has stood still for the delivery van

Still the roadster took him 13 years to complete. He has done everything except the seat upholstery and the machining in the engine. Although there were lots of bits there weren't enough parts to make an accurate 1915 model. So until the correct vintage bits mani-



*One of two loads of model T Ford in 1980. Leonie was not impressed!! But Mike had a vision. He realised it in 1993!!*



*Mike would dig for a T too!*



*Henry was on parade before he was running*

fested themselves he would use later or earlier parts then swap them over when he could source the correct bits. For example the car was first running with a 1917 engine but now has the correct 1915 motor and the entire vehicle is correct. Dented or rusty panels were taken in their stride. Mike has formed new panels where needed using a sandbag, a piece of hollowed out hardwood telegraph pole and a wooden mallet to fashion new panels. He has also shaped them by cutting a series of v shaped slots, then forming a shape and welding it all into place with an oxy welder. The result is panels you could not tell apart from the originals. His family presented him with a set of hubcaps. They are Mikes pride and joy

And the finished article is nothing short of beautiful. But there are a lot more classic vehicles in Mike's life than one Model T.

Next to the roadster is a 1925 Dodge. Mike drove it home originally. It was so lacking in manifold vacuum that it would not operate the vacuum operated fuel pump. Mike cottoned on pretty quick you had to back off the throttle a bit so it would suck some juice up. He has had the body right off to do some fairly substantial rust repairs and it looks lovely now.

Next to the Dodge is a 1926 500cc Triumph single. Mike originally bought it as he has a photo of his Grandfather on a similar bike. Grandfather was a Methodist



*A lot of the metalwork was handcrafted by Mike. 13 yrs work here!*



*1925 Dodge. Mike drove it in the shed but it has had a severe makeover since!*



*Clockwise from above: Mike's Lathe he built to true the wooden wheels: Rolls Mike made to curve the panels. Now what would those rollers be made from? Model T axles of course!: Mike using the rolls. Note the contour cuts that will be welded up: Forming a panel using the hardwood telegraph pole. He also used a sandbag: Mike soldering the end plate on the radiator core. Mike made a new plate after he filled the radiator. It acted just like a sieve so he manufactured a new end. It has a hole for every one of 95 cores!*



minister at Orange in NSW when the photo was taken. After owning the bike for some time Mike put the bike up for sale but when his son found out, he reckoned the bike should stay in the family. He is now buying it from his Dad at the same price Dad paid for it.

Moving on to the next shed we come to a 1936 Dodge. Mike has had it for about 2 years. It was missing a lot of bits including the roof and the seats, but the engine was running. He paid to get the upholstery done this time as he had a deadline to get it finished. You see it was to be his daughters wedding car. He did make the deadline with a couple of days to spare and the wedding was a great success with her white wedding gown contrasting with the black paintwork. Life is bliss!

The 1927 Chev truck is not quite finished yet. The plan for this one is to restore it just to the stage of being roadworthy and no further. The claim from the previous owner was that it had been driven into the shed. How long ago that might have been is the big question. There were a few broken rocker arms where the bloke had tried to get it going without unsticking the stuck valves. It's a bit amazing to see the floorboards on this vehicle. They have been worn right



through. Gives a bit of an indication just how much work this Chev has done.

Naturally there is the Model T delivery van that has all the mechanicals done but has been procrastinating a few years with its wooden van body half finished, but there is another T in another shed! This one is a 1925 model. Mike found it sort of mostly complete. Complete with rust and dust. The plan is once again to restore it to running and roadworthy condition but to leave the body as a "just found in the shed" condition.

An Allis Chalmers tractor completes the vehicle collection, but there are sheds full of parts and loads of other historical stuff. I could go on and on.....



*1927 Chev truck. To be restored to running and roadworthy. No further.*



*1917 engine slots in. Swapped later for correct 1915 model*



*The running boards on the Chev have been worn right through. Same deal inside under the clutch pedal. Gives an idea how much work it's done!*



*Lowering the body onto the chassis just like they did in 1915.*



*1936 Dodge was missing lots of bits like the roof and the seats but the engine was running. Finished in time for daughters wedding car but engine out now for overhaul.*

**A few more of Mike's toys**



*T model delivery van procrastinates in the dust*



*1925 T. This one wont be restored, just made to run and drive in "as found" condition*



*1926 Trumpy 500 just like Grandpa's*



*And no collection is complete without an Allis Chalmers Tractor*

**And what have we here?** A couple of snapshots from GT Falcons and XU1 Toranas at Bathurst in the nineteen seventies? Nope. Much better than that. This is the Shannons all club day at Hidden Valley. Next page for story.



*There is no point you looking for action photos of cars on the track. I was too busy out there having fun driving!!*





there. Peet Menzies left his V8 Studebaker GT Hawk at home to give the Morris Oxford (with twin exhausts) a severe workout. Steve Hall realized your chauffer is the one to drive your Rolls Royce. The chauffer, Craig Menzies, could only get 100MPH on the straight. It was then pointed out to him he had it locked in 2<sup>nd</sup> gear! Mike OMalley brought along his red Corvette. He also brought enough

**Shannons all clubs day was a blast.** It started at the old QANTAS hangar at 8.30 am. There was real variety here and I thought it interesting that they all backed their cars in two long ranks. Maybe it was a flashback from younger days at illegal drag meetings and they wanted to make sure of a quick getaway. A quick brief in the hangar and there was quite a picturesque convoy as we all cruised out to Berrimah and Hidden Valley Raceway. A couple of cruisy laps around the track (I did notice the second lap was faster than the first) and we all pulled up in pit lane. Another briefing where we were assured this was not a race and then we were sent out onto the track in groups of about 4 or 6. The drivers were started individually with a gap of around 500 metres between cars and you got 3 laps then the chequered flag and one more lap to slow down and pull back into the pits. In reality you only really slowed down during the last hundred metres. The idea was to arrange to get out there with someone in a car of similar ability. I drove my '64 Pontiac. I managed to get out there with a Customline and a '70 Fairlane and it was an absolute hoot. You got to see where one car gained a bit and where it missed out, or was it the driver? This was not racing but it gave you all the good bits without all the crap that goes with dinkum racing. I sure experienced the adrenalin, and you got cramp in the face from smiling too much by the time you pulled back into pit lane. The brakes were a bit on the nose though. And the cars loved it! They have been sitting in the shed with the occasional Sunday cruise around town, Even a weekend to Katherine is just a cruise. The brakes never get the barnacles scraped off them. But this once a year, just for a couple of hours, really gets them working and blows those cobwebs out. It's pedal to the metal all the way round no matter what you are driving. The fun is getting the car, no matter what it is, to go as fast as it can. You didn't have to take your fastest car out

shielers that he could have a different passenger each time he went out. At the end Mike commented that one of the girls screamed much louder than the V8 exhaust!

There were classic Holdens, modern Holdens, old and new Falcons, Valiants (they don't make new ones), MG's, Porsches, Citroens and other fancy stuff. They all did the same thing. Not racing, just spirited driving and giving the car the chance to be as good as it can. And while you were waiting for your turn to get out on the track, the Classic Ford Club had parked themselves in one of the racecar garages that adjoin pit lane. There they cooked up a beaut Barbie with steaks and snags and salad and all sorts of good stuff. There were eskies with mobs of ice cold fizz drinks. This was great stuff but the surprise was.... there was also an esky with beer! This was all free, supplied by Shannons. I skipped the beer. I reckoned I needed all my faculties to get a couple of tons of Pontiac around there without doing anything embarrassing. I noticed after my first sortie my tyres had a rough texture on the treads. Sort of like someone had been at them with a rasp. It had occurred to me recently that at the rate they are wearing, the new set of tyres I bought a couple of years ago were eventually going to get replaced due to old age rather than wear. It made me feel good to know I was actually using a bit of rubber. A fantastic day!

*Mike had to handle shielers screamin and engine spies as well!!*





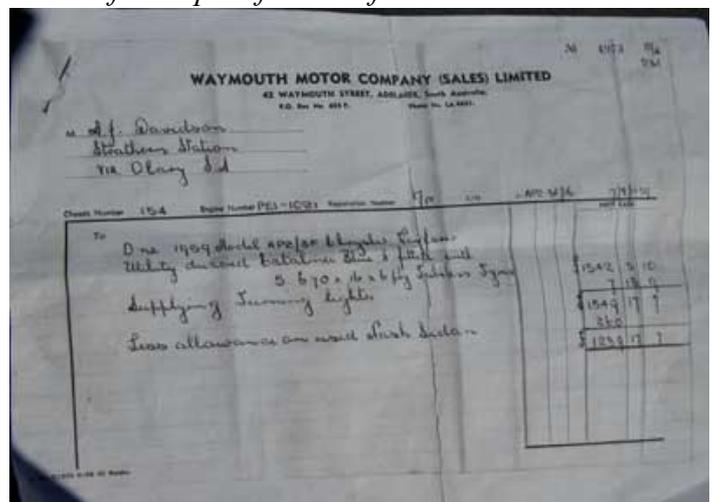
**When a Chrysler Royal is not a Chrysler Royal**

How would you feel. I was checking out a piece of neat historic machinery in a parking bay somewhere along the Coorong in SA when this neat Chrysler Royal cruises in and steals the scene. But then I saw the side and it was actually a ute, a Wayfarer 1959 AP2. The owner, Alan Pitchers is the second registered owner, ever. He bought it off the original owner's daughter, Dora Wilkin. It was willed to her by her father but she never registered it. When her Dad bought the ute, it was intended to use it as a personal car rather than a farm ute and so it survived all the years almost unmarked. The car has been restored but the front seat is the original. It has never been recovered and the only dent in the whole car was a slight one from a roo on one of the front guards.

And while I was checking out this neat car there were mobs of immaculate old trucks cruising past. Alan was just returning from a vintage transport rally at Robe. I missed it by a day!



*That's Alan Pitchers with his brand new Chrysler Wayfarer. For those people that notice the marks on the front bumper, they are bug splats. This area is noted for its prolific wildlife which includes insects.*



*Alan not only has the original sales receipt and rego, but an invoice for £16 to deliver it from Adelaide to Olary*

*A ute with fins! Perfect! An unrepaired and unmarked tailgate too.*



*You'd be dreamin if you reckoned Alan Pitchers was gonna sell this car!! These photos are just for your enjoyment.*



# Off the clock

By Rebecca Dudley  
News-Tribune Editor/Publisher



My ex-husband had this annoying habit of bringing greasy old carburetors and things into the house to work on. So, last week, when my friend called to tell me this story, my first response was, "Where did this guy live?"

Now reassured that I was never related to him by marriage, this really is too hilarious not to share.

The way my friend told it, this guy pushed his motorcycle from the patio into his living room, where he began to clean the engine with some rags and a bowl of gasoline. When he finished, he sat on the motorcycle and decided to start it to make sure everything was still OK. Unfortunately, the bike started in gear, and crashed through the glass patio door with him still clinging to the handlebars.

His wife had been working in the kitchen. She came running at the noise, and found him crumpled on the patio, badly cut from the shards of broken glass. She called 911, and the paramedics transported the guy to the emergency room.

So far, the story is humorous — in a "that is what you get for being a big enough lout to bring your motorcycle into the house" kind of way.



But here is where I really split a gut.

Later that afternoon, after many stitches had pulled her husband back together, the wife brought him home and put him to bed. She cleaned up the mess in the living room, and dumped the bowl of gasoline in the toilet.

Shortly thereafter, her husband woke up, lit a cigarette, and went into the bathroom. He sat down and tossed the cigarette into the toilet, which promptly exploded because the wife had not flushed the gasoline away. The explosion blew the man through the bathroom door.

The wife heard the explosion and her husband's screams. She ran into the hall and found him lying on the floor with his trousers blown away and burns on his buttocks. The wife again ran to the phone and called for an ambulance.

The same two paramedics were dispatched to the scene. They loaded the husband on the stretcher and began carrying him to the street. One of them asked the wife how the injury had occurred. When she told them, they began laughing so hard that they dropped the stretcher, and broke the guy's collarbone.

Talk about instant karma.



## Colin De La Rue's bikes

### 1978 Honda CX500

Vehicle No CX500 2036361  
7/78

Engine No CX500E 2036489

This was my son Michael's bike, bought from the Darwin Motorcycle Wreckers in about 1990. We did not get any background information on its history, but apart from a slightly buckled rear wheel, which was promptly replaced; it was in quite good condition. No B&W photo could do justice to the brilliant blue paint work of this specimen, so you will just have to imagine it. (Moreover, the photo appears to be of the 1980 British model, with a twin disc front brake rather than the earlier single disc.)

Michael used it commuting to the old Myilly Point campus of the Northern Territory University for his undergraduate education and for general travel. By-and-large he seemed to get very good service out of it, although he occasionally thought to detect a slight hesitation in the motor. I could not clearly detect this when I rode it, but this may be a sign of trouble developing with the capacitor discharge ignition, which could happen occasionally with this model.

The CX500 has become something of a cult bike over the years; its transverse V-twin engine was a major departure from the parallel twins and fours that Honda had produced previously, and it also sports shaft drive, Comstar wheels, water cooling and various state of the art (for the seventies) electronic goodies. On the road they were tractable, reliable and quite fast. Many people liked the compact styling, which was a little unusual at the time, although certain lowbrow critics disliked the tiny headlamp/instrument binnacle and called the model "the maggot".

The bike takes its place in three generations of family motorcycles; my father's 1926 G8 AJS, my own 1950 500S AJS, followed by my son's 1978 CX 500.



### 1979 Honda CB125

Vehicle No. CB125N  
1004866  
Engine No. CB125NE  
1004869  
Reg. No. NT 63 272

This bike was an impulse buy at the Palmerston tip shop in November 1996. I cannot now recall why, probably because I felt sorry for a neat, complete little machine languishing amongst the rubbish and because I was interested in the cable disc front brake; certainly not because I needed it! It really isn't in line with my main interests, and I have plenty else to keep me occupied. Perhaps there is a good home for it out there somewhere?

On close inspection it had obviously lain out in the weather for some time and there was trouble with detail corrosion. The ignition contact breaker mechanism will need replacement and the spark plug sheared off on the attempt at removal! The motor was seized; seems to have been mainly rust in the barrel & rings. The piston had to be driven out, hopefully without damaging the big end. It will need at least a new piston & rings, although the cylinder cleaned up well.



# Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801

Established 1986

## President's report 2009/2010 for the Motor Vehicle Enthusiast Club Inc.

This year we have come back to the hangar for our AGM

### Membership

Club membership this year has remained around the 330 mark, 49 did not renew their membership with new members keeping the numbers up, we have seen a marked increase in people with motor cycles joining this year with 30 on club rego with a total of around 60 on club rego Territory wide.

### Club Registration Scheme

Club Registration is rolling along with some glitches at MVRs around the Territory when registering or renewing eligible vehicles, due partly to turn over of MVR staff but also due to lack of knowledge of the scheme by our members. We will improve our information to members this year.

### SHANNONS Insurance

A vote of thanks goes to Shannons and John Palamountain for the support given to us through the year

### Finances

Club finances are in good shape, Julie will give a full report. At the last committee meeting, the committee voted to move our finances to the Bendigo Community Bank from the Commonwealth Bank after weighing up the benefits from each bank.

### Committee

Once again I would like to thank all of 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.

Thank you to Julie Danvers who took over the role as treasurer this year and is doing a terrific job and to Stuart for the secretarial and Public Officer duties, a thankless task, we will miss him when he goes in 2012

### Newsletter

Ted continues to turn out a first class newsletter. I have members and visitors from interstate clubs comment what a good read it is and look forward to the next issue Thank you Ted

### Katherine

Katherine Branch has again had a successful year hosting the Rejex Rally supporting the Festival of Katherine and also obtaining a club meeting place at the Katherine Museum.

### Club and Hangar Activities from January 2010

Thank you the people who give up their time and attend the Hangar on a regular basis keeping it open for visitors, and helping members with projects, Leo and Tom, Rowan, Barry McKenzie, Barry Stach, Ron Green, Trevor Feehan, Mike Wright, Howard Moses, Felix Schuster and others I have no doubt missed.

We continued with committee meeting starting at 5.30 pm on the 2<sup>nd</sup> Wednesday of each month, followed by a sausage sizzle before the member's meeting at 7.30 A special thank you goes to Tim Modra for his donation of goodies from his Outback Bakery on meeting nights.

Attendances this year rose slightly to between 40 and 50 members and guests. Guest speakers were again popular. Sundays following the meetings have seen an increase in members at working bees

### Club and Hangar activities this year have included

#### January

Donation to Nightcliff Lions club \$150.00 for children's film festival

10 Members attended Australia day ute run

Purchase of electronic battery tester for use by members



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## February

Bombing of Darwin commemoration Hangar open days Friday 18<sup>th</sup> Saturday 19<sup>th</sup>

Top End Escapes were given the go ahead to start their progressive dinner tours from the Hangar in return for a "donation depending on attendance by customers"

Our military vehicle enthusiasts supplied their WW2 vehicles for the Bombing of Darwin commemorations at the Cenotaph and later were on display at Parliament House during the official function for WW2 veterans.

Members manned the Hangar open days on the 18<sup>th</sup> and 19<sup>th</sup> for the bombing commemorations.

Rain washed out the club run to Dripstone cliffs

11 new members accepted

The developers of Kingston Green next door to the Hangar applied to cut 10metres from the Hangar yard for an 18 month temporary access for the construction of the 2 unit buildings between the Hangar and the old basket ball courts.

Club breakfast at East Point was attended by 14 members

2 new members accepted

## April

\$500.00 was donated to Legacy from proceeds of the: legacy open day at the Aviation Centre made up of \$340.00 from the sausage sizzle and \$160.00 from club funds

MVEC supplied WW2 vehicles to carry veterans in the ANZAC day parade in Darwin

We held an open day at the hangar for ANZAC day.

The application by the Kingston Green developers was denied by the MAGNT and DCC after protest from MVEC and residents.

3 new members accepted

## May

22<sup>nd</sup> 23<sup>rd</sup> the Shannons extravaganza was held at the showground our MVEC area was poorly supported partly due the weather, but a quick check of vehicles on display showed 50 vehicles belonging to MVEC members on show. Net profit from the sausage sizzle at the show was \$337.00. Chris was on duty all weekend with help from only a few volunteers, the committee raised the prospect of not doing the next Shannons day unless more helpers step up to the mark.

Top End Escapes started their dinner tours from the Hangar

MAGNT employed consultants to inspect and certify the Hangar for occupation as a result of the Top End Escapes applying for a liquor licence to serve a glass of Champaign on their dinner tour

The club run to Waigait Beach saw 30 members attend including some local members from Waigait, on the way home a visit to Ted and Shirley's was included for afternoon tea.

Visitor numbers at the hangar increased markedly during May

4 new members accepted

## June

The National Taxi Council held their national convention in Darwin and visited the Hangar prior to dinner at the Darwin Sailing Club, during the dinner Steve Hall and club volunteers passed the hat (ice buckets) around and collected \$1158.25 for the Katherine branch club house project, Steve later increased the donation to \$1800.00 with a donation from Berrimah Taxis, thank you Steve Bob Kennedy our Victorian member arranged a \$750.00 donation from the Federation of Veteran, Vintage and Classic Car Clubs for the Katherine branch, (MVEC is a member of the Federation)

We were granted our licence for food preparation for sausage sizzles

The club run to Lichfield pub was poorly attended due in part to a mix up in dates

3 new members accepted



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## July

Cricket match month and Classic Holden Car Club gave us a hiding and took the trophy home

Stuart got our new website up and running

The Rejex Rally started from Katherine this year at the end of the month and into July Katherine

members made sure all were well looked after, all who took part had a good time

5 new members accepted

## August

Katherine branch put on Show and Shine as part of Festival of Katherine

NT Engineers held an event at Hangar

Trevor Feehan represented MVEC at the Hall of Fame convention in Alice Springs in his 1929 dodge truck

Top End Escapes called off progressive dinners owing to lack of customers and donated \$100.00 to the club, hardly a reward for the people who gave up their time to keep the place open

No new members this month

## September

This month saw us return to Hidden Valley Raceway for the annual Shannons combined car clubs gentle tour around the circuit, it was a great day.

Member Kath Meyering made a cash donation of \$400.00 to the club towards our new laser printer/fax/scanner machine, thankyou Kath.

8 new members were accepted

## October

Survey of Hangar completed, the MAGNT will place 1 emergency exit door in the main hall and 1 in the rear work area, the existing emergency exit door near the offices will be made to open out as per the regulations

The Committee voted to transfer our bank account to the Bendigo Community bank for better service and return on the club's finances

24<sup>th</sup> Pearl Ogden gave a most informative walk and talk around the Gardens and old cemetery near Gardens Oval

9 new members were accepted.

## November

Peet Menzies

President MVEC 06/11/2010



# **MVEC CHRISTMAS DINNER**

## **27 November 2010**

<b>PLACE</b>	<b>CAZALYS AT PALMERSTON</b>
<b>TIME</b>	<b>7.00PM FOR 7.30 START</b>
<b>COST ADULTS</b>	<b>\$30.00 PER HEAD</b>
<b>CHILDREN UNDER 16</b>	<b>\$15.00</b>
<b>CHILDREN UNDER 6</b>	<b>FREE</b>

**PLEASE MAKE SURE YOUR PAYMENT IS IN BY THE 18<sup>TH</sup> OF THIS MONTH FOR CATERING PURPOSES, OR YOU MAY MISS OUT. PLACE PAYMENT IN AN ENVELOPE IN THE LECTERN AT THE HANGAR WITH NAME/S, OR ONLINE BSB 065903 ACC 00904994 INCLUDING YOUR NAME AND CAZALYS**

**OR MAIL TO PO BOX 911 DARWIN 0801 BEFORE THE 12TH**

### **KRIS KRINGLE**



**To enter into our Christmas Kris Kringle raffle, each person is asked to bring a present under\$10.00 and you will then receive a ticket in the draw**

## WOTS ON THIS YEAR

Not much, its almost over, but....

**27th Nov**      **Christmas party. See attached flyer and menu**  
**8th Dec**        **Monthly meeting at hangar**

If undeliverable return to  
MOTOR VEHICLE ENTHUSIASTS CLUB  
GPO BOX 911 DARWIN 0801

**PRINT  
POST  
PP 545393-00032**

POSTAGE  
PAID  
AUSTRALIA

**Wanted**  
**BSA Motorcycles**  
1928 and 1948 models to complete collection,  
any size,  
Contact Steve, Phone 0429852861

**Go Cart**  
**Arrow racing cart**, newly recon engine. New plastic  
body work, some spares, gearing etc. Spare tyres,  
some new, unused. Work stand, pit trolley etc.  
\$800 ono  
John 0400 44 8080

**The Motor Vehicle Enthusiasts Club  
extends it's thanks to  
Shannons Insurance  
For it's continued support for the club**



**Corvette '83 onwards**  
Complete rear bumper and fascia, new  
\$550  
John 0400 44 8080

**Free Ads**  
Got some stuff to sell, swap or giveaway. Maybe you are  
after something or some  
advice or knowledge? Here is your chance to tap into a  
network of like minded enthusiasts.  
To have your free ad here email Ted  
propellers@bigpond.com  
Deadline first Sat in the month