

# Motor Vehicle Enthusiasts Club



No 60

Dec 2011

# TRANSMISSION

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

GPO Box 911 Darwin 0801  
In Katherine call 89710605 .  
Newsletter enquiries to Ted [propellers@bigpond.com](mailto:propellers@bigpond.com)

## Merry Christmas!



Sarah is running the show for Santa this year. There are so many presents and the car is so full she has to sit out on the back.  
You'd better be good!!



**MVEC's first ever motorbike run** was a total blast. One newspaper reported it as a "heritage ride". Rest assured there were plenty of modern bikes present and the only thing on everyone's mind was fun riding their bikes.

Noonamah Pub was overrun. It was so full of motorbikes you couldn't find a park. There were riders that liked to go fast and others that were happy to cruise along. Some that liked to talk and some that just wanted to ride. So we all headed off at different speeds to meet at Batchelor for a photo and off to Wangi Falls. They closed the place for swimming the day before we were there but since riding was the main interest, and it is a beautiful road with some nice bends, there were no complaints. Matter of fact everyone kept raving on how good a day it was. One thing was a bit obvious. The motorbike riders in this club are a lot more enthusiastic than the car drivers!

*Midway stop at Batchelor store. 18 bikes in the photo. Some didn't stop at Batchelor, about 20 in all. Not bad for the first bike event.*



*Plenty of modern bikes here at the start.*



*Some wanted to talk, others would rather ride!*



*There was one of just about every brand but Triumph was the most popular marque on this day*



*On the way home at Batchelor*



*As first seen. Last rego 1991 and finished in hand brushed grey primer. Pic: Dave Cash*

## **Dave Cash's beautiful 1961 Mk2 Jaguar**

There is a fair chance we have all done it at sometime or other. That is, going to buy something and coming away with a little something extra.

Dave had always played with old Holdens and when a mate was going to wreck an EH station wagon he acquired it for \$500. Later, a friend at work mentioned that her husband had some cars in a paddock at Humpty Doo and that one of them was an EH. So off to the rural area he went to a place with 4 metre high grass littered with car bodies in various states of decay. Apart from a collection of EH's there were two HT Monaros, a couple of Morris Minors and an unknown vehicle covered in grass that had been stripped of all its chrome and ancillaries. Dave was able to get a lot of the chrome bits he needed from the Holdens plus some bigger bits like a spare gearbox. But while he was gathering the bits he called out to the owner who was having a cleanup of his place, "What's that car over there?" to which the bloke replied "that's my Jag". "And what are you doing with it?" "Everything is for sale for \$1000!"

So Dave went over and checked out the inside. It wasn't too flash. Everything in there was all cracked and peeling. He shuddered and walked away and

went back to the EH. But he did a bit of thinking. He had done the interior on an EH and that had turned out ok, so he went back for another look. This time at the floor pan. Surprisingly it wasn't too bad. So he thought there is nothing in here that he hasn't done before and the timber work he could do himself. So he opened the bonnet. He shuddered again! The head was missing and in amongst the rust was one very melted piston. The wiring was also beyond redemption. He closed the bonnet and went back to the EH. But he was still thinking. Another motor and a wiring loom, how hard can it be?

So he called out to the bloke, I'll buy that too! The bloke laughed!

After he had agreed to buy the Jag it was revealed there was a shipping container with all the bits that had been taken off it, plus a host of panels and stuff from another vehicle that had been dismantled, so there were a lot of duplicated items. In some cases however, both items were way beyond redemption. But there were enough interior bits though to provide a pattern to manufacture new ones.

A couple of days later it was on a car trailer back home and the next job was to build a beaut shed as a



home for the Jag and for the Holden.

The original engine with the melted piston was 2.4 litres. Dave bought a 4.2 for \$300 out of an XJ6 . It seemed like a good engine that had possibly been re-conditioned but it had a stripped head bolt and he only wanted to install the engine once, so he decided not to use it. He was able to buy a 420C engine, a 4.2L from a 420 compact Jag which would fit in the vehicle with no modifications.

During the rebuild he came across one person that could provide the parts he needed plus was a priceless source of information and advice regarding the job at hand. Mike Roddy in Victoria had been racing Jags at Bathurst (and won) and has a shop specializing in Jaguar. He assured Dave that he had absolutely everything he needed for his Jag. He was even

*Pic: Dave Cash*



*The same car today! The number plate says it all.*

able to advise (and supply) the model of 4.2 engine that would slot in Dave's Mk2 without having to modify anything. Dave was having doubts about this feller and to try him out, asked for a 2" exhaust system for a Mk2 with a 420C engine. "Yep no worries" says Mike. "How can you have that in stock" replied Dave, "Jaguar never made that car with that engine" It turned out a customer had ordered the special exhaust but never came to pick it up so Mike was pleased to be able to sell it. And yes he was able to supply the most obscure parts.

Mike Roddy supplied the 420C engine that is in the



*Just like the rest of the cat the interior looks as it just came from the showroom. Dave did all the veneer work.*

*In the early considerations for the project there was to be no back bumper, just a rolled panel. A lean and mean custom job. Somewhere along the way it changed to a resto job. Those polished stainless bumpers are magnificent!!*



car. Dave gave it a compression test and it was perfect. He just bolted it in. About 3 years later the car was ready for its first venture out of the shed. The water pump on the 420C was quite long so to give sufficient clearance between the fan and the radiator he pressed the fan hub a bit further onto the water pump shaft. That seemed fine but the clearance at the radiator frame was less than that above the radiator core. It turned out there was a problem with the brake booster that caused the brakes to apply themselves when there was engine vacuum and the Jag didn't seem to want to leave the shed. So Dave did what anyone who wanted to get their newly built car out of the shed. He gave the accelerator a bit of a blurt. This car has a beautiful exhaust note, but there was a severely not nice noise emanating from under the bonnet that made him shut it down quick. The fan blade had caught on the radiator frame and with the blades bent they ripped the heart out of the new \$900 radiator. Dave reckons he had one of those "give me \$500 and get his car away from me" moments, but he recovered ok. The car now has an electric fan. And another radiator.

When he finally got it registered back in May the first real outing was just 2 days later at the Heritage motoring day was the Jags first outing. The brakes played up a bit and Dave was taking no chances. He took the car home and easily sorted the problem. He then went straight to the finish and the Barbie and although I was at the event it had never occurred to me that this beautiful car had had a problem. The body was surprisingly sound considering it had been sitting out in the weather for years. Dave reports he only had to cut off and retap one single bolt. Compared to the EH where he had to do it to most of them, he considers it was made pretty tough. The sills were a bit rusty but rather than cut the old ones out he made replacements that fit over the originals and welded them in. The old sills are still in there and you would be lucky to pick there had been any work done there.

Dave also did the paint work himself. He was at the paint shop poring over the colour charts stressing about what colour to paint it. Another customer told him bluntly that it was originally painted Old English white and he should keep it that way. So he did and it looks absolutely fantastic. But



*The photo that inspired the racing stripes.*



*New carpets*

*Pic: Dave Cash*



*Openable rear quarter vents. Lovely!*



*The 420C engine fits in nicely. He had a replica wiring loom made with the modification to suit the 4.2.*

*Left: The original 2.4 engine as found and the melted remains of no 2 piston*



there is one little extra that's makes it stand out. That is the green racing stripes. Daves Dad sent him a photo of a rally car in Queensland with stripes and a number on it and instantly he knew his own car had to have stripes.

Dave did all the interior woodwork himself including new walnut veneer. New carpets throughout and the upholstery went to a motor trimmer. It is a lovely job with new roof lining and replica door trims and seats. And on any car from the sixties there is chrome. Lots of it especially on the bumpers. The shine on these bumpers seems a little different. It seems to have a deep inner glow and the closer you look at them the better they get. Well it turns out the chrome isn't chrome. These bumpers are highly polished stainless steel. It was considerably cheaper to get new bumpers manufactured in the Philippines than to get the old ones rechromed.

And to top it all off is that exhaust system I mentioned earlier. It sounds just right. A nice sporty note just to let you know this is no ordinary car.



*Dave had no interest in Jaguars or any Pommie cars. The poor old EH not only puts up with the Jag in the same shed, there is a spare XJ6 engine right alongside as well!*

*But remember, he did come home with the Holden bits as well.*



## **A bit of something that has absolutely nothing to do with cars!**

### **CHINA MAY HAVE SEEN THE STAR OF BETHLEHEM** as reported in *The Times* 13 December 1977

by Clifford Longley

The star of Bethlehem, hitherto known only from the second chapter of St Matthew, has come back to light as a result of a search by Three Wise Men from the West through the pages of ancient Chinese and Korean astronomical records. They were looking for long-past heavenly happenings in the hope of finding something interesting to observe: they found reports of a sudden bright star just about in the right place at the right time to have been the star of Matthew 2:2. The three are astronomers: Mr John Parkinson of the Mullard Space Science Laboratory, Dorking; Mr Richard Stephenson, of Newcastle University; and Mr David Clark, of the Royal Greenwich Observatory. Mr Clark, a New Zealander, has worked at the Anglo-Australian telescope in Australia, and it was his interest in mapping the southern constellations that led them to Chinese and Korean documents. In a paper in the December edition of the *Quarterly Journal Of the Royal Astronomical Society* they explain that Far Eastern astronomers were the best in the world two thousand years ago. If something strange did occur in the skies at that time they would almost certainly have seen it and recorded it. Some of those records have been translated and republished, and a search of those available produced two positive sightings. In the *Astronomical Treatise of the History of the Former Han Dynasty* (the *Ch'ien-han-shuy*, they found the entry: 'Second year of the Ch'ien-p'ing reign period, second month, a hui-hsing appeared at Ch'ien-niu for over 70 days.' As it was apparently stationary it cannot have been a comet, and the period for which it was observed would be typical of a nova, a so-called new star that is in fact a runaway thermonuclear explosion on the surface of a white dwarf in a binary system. It seems that only astronomers in the Far East would have been interested, as those elsewhere, particularly in the Middle East, were far more concerned with the solar system and the movements of the planets. That explains why there are no other western reports of a sudden bright object, they conclude. Mr John Parkinson said yesterday that theirs was the first piece of original astronomical research on the subject for many years. Novae, which are less catastrophic than super-novae, do sometimes recur, which raises the fascinating possibility that the star of Bethlehem might one day comeback.

**What did Adam say on the day before Christmas ?**  
It's Christmas, Eve !

Qantas recently made a 5 minute travel movie about Darwin. Qantas' old hangar and MVEC and Stuart, get quite a big part in it. It seems they played it on every Qantas flight for the last month or two. Check it out <http://www.youtube.com/watch?v=RQScm2282iw>  
You can ask for movie star Stuart's autograph later.

## Christmas present ideas for you

Any motorbike owner likes to think theirs is the best or the fastest. Well there is now one more on the market and it's a bit different but it might seem to make your bike a bit slower.

The MTT Turbine Superbike will do 400 KPH no worries. Well, no worries from the bike anyway. It seems this company gets turbine engines from choppers that have reached their maximum hours, then reconditions them and sticks them in all sorts of machines, one of them being this motorbike. It's called the MTT Turbine Superbike.

The engine: Rolls Royce Allison 250 series gas turbine

320 HP@ 52000 RPM

Fuel: Diesel, kerosene or jet A

2 speed auto trans

Price: \$175,000

And you can register it.

Check it out <http://>

[www.marineturbine.com/motorcycles.asp](http://www.marineturbine.com/motorcycles.asp)



**y2k** **max speed:402km**

**320ps/52000rpm 58.75kg-m/2000rpm**  
**0~320km 5.4s**

The MTT y2k turbine motorcycle with its engine removed and displayed on a stand next to the bike's frame. The engine is a large, complex gas turbine engine with yellow and red components. The bike's frame is shown without the fairings, highlighting the engine's integration into the design.

### 1948 Vauxhall Wyvern

Partly restored. manual transmission  
Fully reupholstered interior.  
Fair condition  
Accept any reasonable offer.  
ph Barry 0411176990



### Two SD1 Rovers – 1979-80 models 1964 Vauxhall Victor Mid 70s Triumph 2500

All cars have been sitting on a rural block for some time – they all ran when they were parked.  
Probably only good for parts – they need a good home.

Contact Tony Fisk on 8988 6555

For sale or swap  
**SU twin solenoid fuel pump as fitted new to Jag,**  
MG and other pommie cars  
New condition  
\$25 or swap for something interesting

**Also wanted motorbike.**  
Any make or condition.  
Wanted for project to fix up

Dick Kilburn 8932 7264

**1929 Chevrolet bonnet wanted**  
Please ring Serge  
89886250

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



### Free stuff

Get your free ads in here.  
Give stuff away, sell stuff, get information, find a lover. Got a story to tell? Whatever you like.  
Email Ted at propellers@bigpond.com  
or phone 89886049  
Deadline...the end of the month

### 1970 Chevrolet Kingswood Estate (station wagon)

Factory RHD  
350 Chev V8 with Turbo 350 auto  
On LPG so is very economical – often driven to Katherine  
Dark Blue with alloy wheels  
Great cruiser, camping vehicle, or start your own undertaking business with a classic hearse!

Looking around \$20,000 but open to negotiation  
Ring Greg on 0438 778595

### Annexe to suit Combi Van

Never been used \$50  
6 man tent \$50  
1 man tent  
Assorted tools cheap  
Jack 89278346

### 1970 Fairlane

351 Auto, fair condition  
\$3000 or offers  
0417831955 Steve

### Morris Major Elite cylinder head wanted

BMC B series 1620cc  
Please ring Peet 0417855222



## WOTS ON THIS YEAR

Actually you are a bit late for this year but in January there is the

**AUSTRALIA DAY UTE RUN THURSDAY 26 JAN 2012**

**Gates Open @ 1030 am Depart at 1230pm from:HIDDEN VALLEY MOTOR SPORTS COMPLEX  
DO UP YOUR CARS, YOURSELVES, & YOUR DOG IN AUSTRALIA DAY THEME.**

**\$5.00 Registration/donation per vehicle.**

**JOHN on 0418 840 591**

On the 2nd Wed of every month there is a members meeting at the hangar 7.30 pm plus bbq beforehand. Also there is a working bee at the hangar the following Sunday.

**There is no monthly meeting or working bee in January**

**Feb 19th** is the 70th anniversary of bombing of Darwin and our Hangar will be open to the public Saturday and Sunday on that weekend. Bring a vehicle to show it off, especially ones from the WW2 era. Sunday night will see a fashion parade featuring fashions from those times. Free admission!

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

**PRINT  
POST  
PP 545393-00032**

POSTAGE  
PAID  
AUSTRALIA

**After being away on business for a week before Christmas,** Tom thought it would be nice to bring his wife a little gift.

"How about some perfume?" he asked the cosmetics clerk. She showed him a bottle costing \$50.

"That's a bit much," said Tom, so she returned with a smaller bottle for \$30.

"That's still quite a bit," Tom grouched.

Growing disgusted, the clerk brought out a tiny \$15 bottle.

Tom grew agitated, "What I mean," he said, "is I'd like to see something real cheap."

So the clerk handed him a mirror.