

# Motor Vehicle Enthusiasts Club



No 68

Sept 2012

# TRANSMISSION

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

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In Katherine call 89710605 .  
Newsletter enquiries to Ted  
[propellers@bigpond.com](mailto:propellers@bigpond.com)

## Russell Jarman and his Tonka playground



**Most Territory vehicle enthusiasts** would be familiar with the old AEC government road train from 1934. What is not so well known is there was a team of AEC trucks that would do the running back and forth with deliveries to the stations along the way while the road train would generally stay on the main track. Another government AEC truck with a very long tray had a large mesh cage built on the back of it and was used as a bus for the Aborigines at Bagot reserve. Later it was part of the fleet of Lee's Transport, a local truck company. Russell Jarman bought it and a second AEC

*1937 AEC. Ex government. Arrived in Australia with a chassis, engine and transmission, dashboard and steering wheel. The rest was built locally. Cost \$600 for a pair of them back in the 1960's*



when he was just starting in the transport business. He was using the second truck as his working vehicle while he was doing up this one, but the truck was not running as it had a broken crankshaft. But he had it to the stage where it was a prettied up with new paint and stuff.

Back in the late 1960's how much load you put on a truck was as much you reckoned it would carry. Russell was carting bagged cement from the wharf and the hill out of there was a lot steeper than it is today. Plus there was a permanent spring running out of the road. They kept putting dirt on it which made a mound right across the road, sort of like a speed bump. He explains that to get over it you have to juggle the throttle a bit, decelerate just as you come to it then a blip as you hit it and you sail over. This particular time he got the front wheels over no worries but totally lost it with the back ones. The result was a severely bent chassis over the rear wheels. All the way to ABM's batching plant in Snell St, the tailshaft was grinding on the chassis and there were sparks and horrible noises. He was able to deliver his cargo but it was obvious the truck's working life was over. This was the Thursday before Easter. He drove it home and ripped the engine out and swapped it into the truck he had prettied up. While he was on the job he made it go a bit faster. Originally it had a 4 speed gearbox and a reduction joey box behind it. When he did the swap he put the other joey box in backwards so instead of underdrive it was now an overdrive. That gave a much better top speed. And he was at the wharf the Tuesday morning after Easter to continue carting cement. In a continued metamorphosis of this truck it later had a second rear axle, then lost 6 feet and became a tipper. It still starts easily and Russell uses it whenever he needs a tipper. (To give an idea just how easy it is to start this vehicle: Being 24V it can be a pain to get batteries to use the starter motor. A quicker way is to operate the decompressors and leave the truck in gear, drive the Toyota Landcruiser against the back and with the Toyota in low range, and with the hand throttle set, once both vehicles are in motion, hop out of the Toyota, walk forward and climb up into the AEC, drop the decompressor lever and the truck will start instantaneously and accelerate away from the Toyota and pull over to one side. Hop out of the AEC and walk back to the Toyota which is ambling along in low range, and hop in and turn it off.) He reckons he doesn't use that method of starting it these days.

But Russell's association with the Northern Territory starts way before this Truck. Back in 1956 as a tender 17 year old who had arrived in Australia the year before, he scored a job building living quarters on VRD station. He and his employer, plus the employers 14yr old son and an alcoholic dero travelled from Mel-



*Farmall rowcrop tractor. It had been given away previously but the person it was given to never took it away as it was too wide to fit on a truck so it sat around for years. Russell bought it for his standard price of a carton of beer. It was easy to make it narrower, just loosen the rear wheels and slip em across on the axles. The front had been custom built to make it so wide. Just moving bolts and it was a more useable width. It's now the main tractor he uses on his block. It's a bloody big tractor.*

*Fordson tractors. The right hand one was a bit expensive. It cost 2 cartons. These never came with a 3 point linkage and are both fitted with an aftermarket device. Russell grew up with these tractors when a young lad in England. Educated at a fancy grammar school he would rather mess with mechanicals and was apprenticed to Fordson over there. The all steel multiplate clutch was a handful for a young feller, they didn't like to disengage even with both feet standing on the pedal. The closer one in the picture is a 1930's model and was used in the construction of the Stuart Hwy during WW2. It was a front end loader in those days, the brackets at the front are still there. It runs but the radiator has copped a few bullet holes during its life and it has a few leaks.*



bourne to Alice Springs then the Tanami track to Old Halls Creek in a Ford Twin Spinner ute. The current Halls Creek didn't exist then. Not a bad feat in 1956 but while at the pub and on the grog they fell foul of the local cops. The cops let their tyres down so they couldn't leave. It seemed amongst other things the ute hadn't been completely paid for nor was it registered. Maybe it hadn't occurred to the cops that back in 1956 you didn't need a servo to pump your tyres up. Russell and the fellers did pump them up and shot thru quick and slept in the bush. Eventually they rolled up at Timber Creek where the NT cop informed them that radio messages from WA said they were wanted for various stuff. The cop then explained he wasn't particularly interested in all this other stuff except the fact that their car wasn't registered. He invited them to come over to the police station and register it. After they had done that he told them of a disused shed they could camp in out of town a bit and they could come into town once a week to enquire the road/ river conditions until they could reach VRD. With those times in mind, recently Russell reckoned it would be good to have a Ford twin spinner ute. He went searching the ads in the classic car magazines and discovered they are a bit hard to come by and eventually when any mainline ute came up he was a bit amazed when people were asking \$35000 for them. But 12 months later he decided that was probably not a bad price, but the old problem of they are a bit hard to come by at any price was apparent. So he found a 1946 model. This is Aussie built and the first model after WW2, 239cubic inch sidevalve V8. Not quite a twin spinner but quite a rare vehicle, and it has one thing I bet the ute back in 1956 didn't have, Airconditioning!

Russell has probably got the best collection of AEC trucks in the territory, he also has amazing collection of tractors and trucks and general machinery. I reckon he probably has every truck here that he has ever owned. He isn't into prettying up any of this stuff or

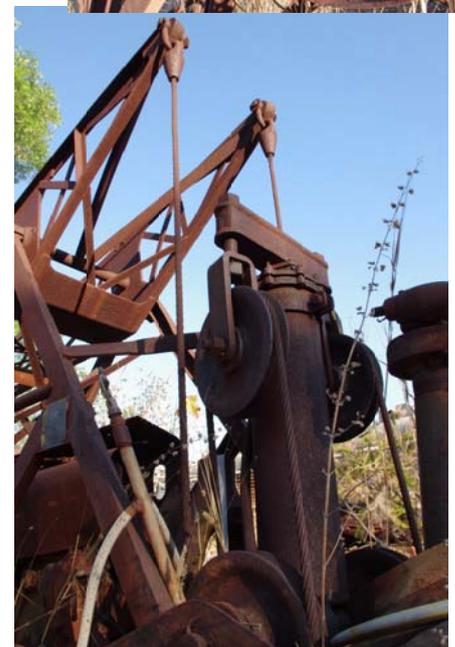
*Russell was running Wolpers and Law's mechanical workshop when the boss got the shits with this Blitz. The transfer case had literally fallen out near Moline mine, down Pine Creek way. Operating the extendable crane on the back required a certain amount of coordination that the standard employee didn't have, resulting in all sorts of damage. The transfer case was the last straw. There was no oil in it, Russell offered to buy it. With it he got all the stuff associated with it including all kinds of spares plus a spare reconditioned engine that he had built and stored so they had a spare whenever needed.*

*Originally the GMC Blitz was a RAAF fuel tanker from Malaya. Used by 5 ACS squadron to build the main airstrip in Darwin. Was bought as part of a batch of 5 at government auction. They removed the tank, built the tray and fitted a brand new crane in the Wolpers workshop. The GMC Blitzes had no external badging to identify them.*

*Fowler mobile crane was used in sealing of the Barkly highway to Mt Isa. Used to lift tar kettles. It still has slops of bitumen on it.*



*Above: Even the walls of the shed tell a story. Road train cattle crates hold up the roof.*



making it look like new. They are in their working clothes is how he puts it and it suits perfectly. And just about everything here is in running condition. Also every item in the yard has a story. The first time I visited I arrived early afternoon and left after dark. The second time I left as the sun set. There is so much neat stuff that it would take a whole book to tell half the story, so here are some highlights. Just a very brief snapshot.....



*Left & below: An interesting tractor, a Chamberlain 55DA diesel. Twin cylinder 55Bhp horizontally opposed. As you can see it's a massive machine. From the 1950's. It runs a ball bearing crank but the really unusual bit is the way it starts on petrol. Has a small carby with no butterfly just for the start and running up to temperature. A linkage opens a third valve in the head which releases the high compression typical of a diesel engine, into another compartment. The engine then has the compression of a typical petrol engine. Mechanism also stops the normal inlet valve operating by disconnecting the push-rod. All very tricky and it works well. On a more somber note, this tractor was involved in the death of a young feller at Agserv Industries when he tried to drive the tractor operating the controls while he was standing on the ground behind it. It ran him*



*Now that's a winch! This is the underside of the Toyota Landcruiser. The winch is a Garwood off a WW2 FWD truck. It'll pull anything out of anywhere!*



*Cat grader still gets used regularly. Ex RAAF came from the bunch the GMC Blitz came from. Was owned by Ron Ball the buffalo shooter once upon a time*



*An ex-Adelaide MTT bus. Russell got it just for the 680 cu inch Leyland motor that lays on its side. It had been converted to a motorhome but these days its got corrugated iron over the windows and is a storeroom.*



*The bus's Leyland engine. Russell pulled the head off it but the block has cracked around the head bolts on one cylinder. That cylinder won't fire.*





*D7 Cat Dozer. It was so worn it walked right out of its tracks, but a mate in the business gave him a secondhand set and he bought a set of sprockets for a modern dozer from a firm in Qld. With the tracks off it, rather than remove the sprockets (a very intensive job) he cut the spokes with the oxy, did the same with the new sprockets, lined up the old centre and the new outer and welded it all together nice and true. Sprocket rebanding on a giant scale!*



*1974 International Ex Ansett freight before Russell owned it. Was built to American specs as a West Coast Cruiser. Reg Ansett bought a fleet of them. Powered by a 6 cyl 335 small cam turbo it hauled 3 trailers. Used to cart for Mobil Oil. Still runs fine. Doors open and shut sweet but the sun is tough on paint.*



*Another ex RAAF GMC was part of Russells fleet. Has a Perkins diesel. Had 3000 miles on it when bought. Still running.*



*Dodge Power Wagon. Similar to a weapons carrier but was made in Australia post WW2.*



*The remains of the AEC that bent it's chassis. It also was used in making the film "Jedda" in 1955. It is resting in peace these days.*



*Every part in every pile has a story. This broken axle happened on the 87 mile jump up with 16 tons of fertilizer on board for Tipperary station. Russell was standing on the running board trying to steer it backwards in angel gear. He saved it. Then along came a mate in a NAH Foden who gave him a tow. The mate panicked and the chain broke and the AEC ended up rolling backwards into Burrell Creek and rolling over. They towed it back on its wheels and out of there, checked the oil and water and fired it up. The only damage it suffered was one broken tail light.*



*And no matter how hard it may have seemed at the time, I think we all like to relive old times. Russell reckoned it would be good to have a twin spinner Ford ute to commemorate when he first rolled up here in 1956. Not exactly a twin spinner, but it is Ford, it is V8 and it is a ute. No wonder Russell is smiling.*



Cocos CT HOGS  
Inaugural Home Island Classic and Sand Sprints  
02 May 2012

By Ken Eade

As a travelling sewerage treatment guy with an interest in motorsport I never thought I'd find vehicles being customised in the Cocos Islands. And I never thought I'd find a CT Honda postie bike anywhere in the world with lightweight alloy rims, race tyres and lowered gas

The Home Island Classic is the newly announced sister event to the Albany Classic <http://www.albanyclassic.com/>

The CT Hogs event has no structure or rules other



shocks! The bikes the guys on Cocos Island have created are a mix of Hot Rod and Street Machines. All are individual expressions of a bloke's time eternal need for speed, of sorts, and I want one!

Wikipedia tells me that the Honda CT-110 was made from 1980 but is a bigger engine CT-90 which was

than everyone must have a good laugh. This first event had a bit of a show-and-shine and tech-session over at Turtle Beach (absolutely idyllic swimming beach) followed by timed sprints along 150 roughly measured paces of sand track.

In the spirit of the event there were two



made from 1966. It has a whopping 105cc compared to 89cc. The CT110 is the biggest selling bike in Australian history and until 2009 could only be bought second hand. (Aussie Post got all the new ones) They were also massively popular in Tanzania through the 1970s and 1980s. In Cocos Island more than 2% of the population have one. Malaysia, courtesy of the internet, keeps the postal service busy with exhausts, intakes, boost bottles and even turbine intakes. Many of the bikes use bicycle handlebars (Malvern Star is apparently quite popular) and no two share any of the same colour paint.

“international” entrants, wearing German military style helmets. Kenny took the ‘old school bkie’ matt black approach and Ag Jylfaizal had chrome bling and devils horns. This wasn't the only international interest though as after winning the Spanish MotoGP in April the Repsol Honda was on display at Turtle Beach. This wicked fast looking bike is owned by Jali but was ridden by Ilzan recording 13.0 seconds for his fastest run (about 5 of these were stationary wheel-spin at the start).

As is normal on the Island everyone pretty well looks after everyone else. A couple of the guys couldn't make it down but there was plenty of help to make sure as many bikes as possible turned up, owners or not! Ozzie ended up riding several of the bikes in the sand sprint on both postie bikes and scooters. Of course the running

favoured as apparently many of the riders are familiar with it due to the even less official late night drags that sometimes happen there. The start line on the sand track lasted only a few bikes before it became soft and boggy. There were all sorts of claims about raw horsepower and the like. To some extent I have to agree as when the whole lot of bikes took off to-



joke is he's now the man to see if you have a really urgent letter! Not that anything takes long to be delivered on an island that has a total area of less than 1 square kilometre. For comfort he might be recommended to run the CT Hog that's

gether at the end it was an impressive site. Just picture more around 2000 cc of combined engine capacity all revving in unison... Whilst my shed is still full of the historic Valiant race car project, camper trailer, 1950s lawnmower resto



fitted with the genuine Harley Davidson seat or perhaps ultra-lightweight alloy rims fitted with race tyres and held to the track with adjustable gas shocks. And some brand name stuff too.

The Australian Federal Police maintain a presence on the Island but this 2012 event coincided with the monthly Shire meeting so officials were noticeably absent. Another event will be planned – this time with official support so that the main road running off the jetty can be used for the sprint. All of the roads are constructed with pavers (island cost is \$4000 for 1 cubic metre of concrete) and there are only a handful of “full size” cars – its mostly 4-wheel motorbikes, golf carts and of course postie bikes. The jetty road is also

and the jarrah bed project (andetcetc) me and some mates down here in the deep south of WA reckon there's enough room for a postie bike project just about anywhere. With the no-rules approach taken on Cocos (Keeling) Home Island it can only be a heap of low cost fun.

Cheers,  
Ken Eade (Albany)

2012  
Home Island  
Classic

Postie Bikes  
*Technical*

**Hoozie;** Custom twin-power exhaust, race sprockets #27.



**Jali;**Repsol Honda(Stoner),  
Twin power exhaust, race  
sprockets, boost bottle



**Ozzie;** Harley seat, 125 carby, custom ex-  
haust, KYB shocks, MX bars



**Fazli;** Twin dump pipes, KYB low-  
ered suspension, boost bottle and spec  
rims

**Kenny;** Thrust Shabuzone, turbine intake,  
lowered, gas shocks, tri-spoke rims



**Rd;** "To punish & enslave" with 125 carby  
upgrade, NOS, Exzouber gas shocks



**Ag Jylfaizal;** 150 carb, YY Pang exhaust,  
alloy rims and low profile race tyres



**Yasin;** Gas shocks, twin power exhaust,  
high mount instruments



**Choox;** 'MacDonald' styled with  
22 spoke rims, 125 carby, R1 ex-  
haust, boost bottle



**Charlie;** 125 carby, lowered cruiser with  
boost bottle, port & starboard lights!



## 2012 Home Island Classic 150 paces Sand Sprint



**Zeko;** Modena engine, WW Pang Exhaust, Racing Boy rims. Bike had technical issues that caused front wheel to lurch skyward.



**Fnd;** 128cc Modena with Full race suspension brakes upgrade. Fnd rode with diplomatic & VIP status courtesy of close Borneo links.



**Luty;** Classic 110 scooter with lightweight rims & zero-weight front brake clearly designed to increase the thrill factor.



**Subur;** 125cc 'Tattoo' sports bike. Lightweight everything with a Coolness factor of 10. A fitting ride for the chief flag marshal and race starter.

It was a soft track and traction was limited off-the-line but this didn't stop the riders "styling" at speed.

Ozzie rode in both Postie and Scooter classes with an efficient and purposeful crouch clearly designed to scare the opposition by his professionalism. Ilzan filled in for Casey Stoner but the Repsol Honda was clearly over powered for the slick track conditions.

Most other riders elected to go for a more relaxed and upright position, with Choox nearly side-saddle to control his power drift.

Zeko simply opted to use the double-plugger as an outrigger.

Multiple new land speed records were set and plans are set for a paved track rematch in 2013.



### **Wanted**

A cleaner detailer at the toy shop.  
4 Days a week. Aprox 30 hrs weekly. Casual rate.  
Sweeping, mopping ,Cleaning, Wash cars, clean  
lunch room, Polish Chrome & Brass.  
Must be fit and good eye for detail. Age and Sex no  
barrier.  
Best regards  
Neil Bromley  
Auto Evolution  
Ph 0889475494

Editors note: The toy shop is a privately owned, very  
extensive car collection.

### **Model T Ford springs wanted**

One front, one rear  
Anywhere in Australia is fine  
Ted 08 89886049  
0417080206  
propellers@bigpond.com

### **BMW R68 600cc Motorbike**

1954 Started to be restored. Very  
sought after bike by BMW enthusiasts.  
\$8,000.

Arthur 89833588

**I have** a coupla spare camping ground sites at  
Bathurst V8 Supercars 2 -8 October 2012, we  
changed our spots to camp up on the mountain this  
year. phone Paul . M 0407 189 182

### **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

### **Give Away**

#### **Morris Major Elite about 1960**

Body is complete, was bought as parts car and is  
missing at least, the tailshaft.  
The car for which is was meant to be a donor has  
moved interstate, so this one is no longer needed.  
Has Japanese engine fitted and runs.  
Kath 89882194

### **Retired gent seeks interest** in motorbike project

circa 75-80 to tune up and have fun with.  
Any electric start bike ok but prefer BMW.  
Condition not critical  
Dick 89327264

### **For Sale**

#### **UNLOVED PROJECT**

**EK / FB UTE** complete car and running. no spares  
it does have body cancer. ute located at MVEC HQ  
in Parap. phone M 0467 58 1618

**Dodge Truck** for sale  
16Ft 12.5 ton

Woody 0408227931

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



## WOTS ON THIS YEAR

**Not all that much left . Better get in quick. Come along and enjoy!**

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.

- **7 October 2012 Observation Run.** Steve Hall. 0417 831 955
- **21 October 2012 Shed Show Ford Auto Evolution Brunch.** Neil Bromley. 0400 420 120
- **10 Nov 2012 AGM at hangar**
- **24 November 2012 Xmas Dinner** at Nightcliff Sport Club.

Mystery run on Sun 7th Oct starts at Darwin North RSL, Batten Road, Marrara at 9am. There is an optional breakfast available at your expense at 8am. The event will continue on a secret route to conclude about lunch time at a secret location where you will be able to get a secret lunch.  
Please contact Steve Hall 0417 831 955 to assist catering, by Mon 1st November.

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POSTAGE  
PAID  
AUSTRALIA

**A Scottish couple** decided to go to Spain to thaw out during a particularly icy winter. They planned to stay at the same hotel where they spent their honeymoon 20 years earlier.

Because of hectic schedules, it was difficult to coordinate their travel schedules. So, the husband left Glasgow and flew to Barcelona on Thursday, with his wife due to fly down the following day. The husband checked into the hotel. There was a computer in his room, so he decided to send an email to his wife. However, he accidentally left out one letter in her email address, and without realizing his error, sent the email. Meanwhile, somewhere in Blackpool, a widow had just returned home from her husband's funeral. He was a minister who died following a heart attack.

The widow decided to check her email expecting messages from relatives and friends. After reading the first message, she screamed and fainted.

The widow's son rushed into the room, found his mother on the floor, and saw the computer screen which read:

To: My Loving Wife

Subject: I've Arrived

Date: October 16, 2012

I know you're surprised to hear from me. They have computers here now and you are allowed to send emails to your loved ones.

I've just arrived and have been checked in.

Everything has been prepared for your arrival tomorrow.

Looking forward to seeing you then! Hope your journey is as uneventful as mine was.

P.S. Bloody hot down here!