

Motor Vehicle Enthusiasts Club



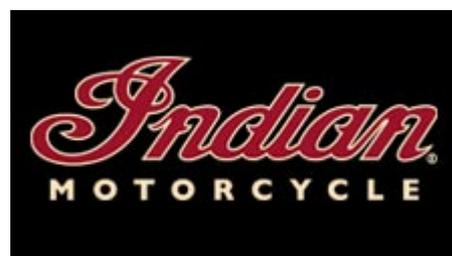
No 70

NOV 2012

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



That's Dave Morgan feeling quite accomplished after the first ever crossing of Groote Eylandt by an Indian and a Harley Davidson Motorcycle. Read on to Dave's story and you will understand the significance of this event. Dave has broken the tradition of MVEC members silence and with no threats or bribery has voluntarily written this terrific story about his bikes and himself. He is hereby awarded the editor's best story of 2012 award.



I'm Dave Morgan, a MVEC member for about

5 years, from a distance. I have been living on Groote Eylandt for 9 years with 3 to 5 to go. I work at the Port as a Ship loader, maintainer.

We mine and export Manganese ore which is used mainly in the hardening of steel.. I have been riding bikes for over 30 years and when I got to Groote I was looking for a classic to slow the pace down a bit, a 1962 Harley was first choice." My Vintage".

However a mate told me of a 1944 Indian Chief, a restored military model, which was for sale, this was in 2007. I flew over to Cairns had a look and the rest is history. This kicked off my disease. The bike had been restored 12 years earlier but had a few dings and scratches. Once on Eylandt I rode it around for about a year getting used to foot clutch/ hand shift, and the starting procedure. It was then I found all was not as it should be in the engine department. So out comes the motor and off to Melbourne for a complete rebuild, Kevlar clutch and a 12 volt conversion. It was about then I realised I needed to sell a Kidney or one of the Grandchildren. Of course while all this was happening off came all the tin ware, back to bare metal for a respray in " My Red" as I'm not keen on green. After a few years of riding the sealed section between Alyangula to the Airport, 30klm round trip with 1 corner. Woo Hoo !!! I decided a couple more improvements would be beneficial for when I return to the real world. I purchased an 8" Duplex front brake from Germany and a 4 Speed O/Drive gear box from the States. I'm now running out of body parts to sell on the black market. Fast forward to August this year and they have laid bitumen across the Eylandt from Alyangula to Umbakumba. 142 km. "85 mile" with hills and sweepers to make bike riders grin. The old girl cruises along at a healthy 60mph all the way. In doing this, a mate Garry Anderson on his 09 Rocker and me on my Chief, became the first people on these makes of bikes to transverse Groote. Not enough for the record books but a story for the Grandkids or around a campfire. I have a side-car in the making with the frame and wheel finished, tub and upholstery to complete. In January this year was my 50th B'Day and I was wondering what to buy myself. I received a call from a mate in Sydney who had imported a container of bikes and parts from the States. He



1944 Indian Chief, but the army green paint was not inspirational and red always goes faster..



So it all came off and became Dave Red.



The engine back from the reconditioners. Dave was too embarrassed to admit it actually cost a kidney and a grandchild.

was in fact looking for another person but rang me by mistake. Needless to say by the end of this phone call I was the proud owner of a 1929 Indian Scout Flat tracker. It has a 600cc bottom end with a 1000cc top end with carburetor to suit. It originated in Ventura, California where it was raced in what was the "Outlaw" series, During the 80s and 90s. The bike came with its Trophies news clippings and even the riders boots. Sadly he has since passed away. However I'm in contact with a bloke over there who has known both rider and owner for 35 years and we are sharing a few yarns from across the world. At the moment the bike is at my Dads place on the Sunshine Coast. While I was down there for a few weeks over Easter, I was invited to attend the All Indian Rally at Boonah. I took my bike down on a trailer for show and tell purposes and to look at the Club bikes. As it turns out the venue was the Showgrounds which has an oval Flat track, my tent was 5 meters away. So off the trailer it came, fuel, oil, a short push start and she fired into life. I headed straight onto the track, I was very apprehensive as it has no brakes and as for power, the rear tyre is screwed to the rim. Needless to say the Maiden run was a lot of fun and it showed me it's potential. You can see this on U TUBE <http://www.youtube.com/watch?v=MsGasHVAjma>



That's quite a collection of trophies the flat tracker has won!

I intend to keep it as is, apart for a few mods to get it to Club Rego stage. I will now bring it to Groote to keep me out of the pub. I also have a Triumph Speed Triple 900, at Dad's to keep the reflexes sharp while on holidays.



Below: That's Dave on the showgrounds track. Real "On Any Sunday" stuff.



Bundey's Indian 4

And while the interest in Indian motorcycles is hot, check out Bundy's Indian 4.

It all came about because his mate had a calendar with a bunch of neat old bikes hanging in his shed. A Henderson caught his eye. "Wouldn't mind one of those" he thought to himself and next thing he found himself checking stuff out on the net. He came across an Indian 4 which Bundey explains is closely related to the Henderson as it was designed by William Henderson of Ace motorcycles which was bought by Indian. He died while chasing speed records, he was alleged to have had a heart attack or maybe suffocated, as humans were never designed to go 80 odd MPH. The night Bundey discovered it on the net he had had a few beers. Because of work commitments he couldn't go to Queensland to check it out, so by telephone he arranged with the owner to do an immediate internet transfer of quite a substantial amount as a deposit. He would then be over in a month or so to check it out and if all was as described he would buy it. When he awoke the next morn he thought "bloody hell what have I done!!" but by the time he actually laid eyes on the beast he realized he had made a good decision. And now it resides in his shed.

The bike is a 1929 Indian 4 and it is quite a bike in a lot more ways than one. First off Bundey also owns a brand new Harley Davidson. He reckons the Indian handles better and is generally a whole lot better to ride than the Harley. His work tends to have him away for long periods at a time so there is no chance of starting it up at regular intervals just to keep it running. This is not one of those bikes that started on the second kick either. No matter if it has been sitting for a month or a day, or is hot or cold, it starts first kick every time. It's almost boring it's so regular. And when it starts the sound is just lovely. Not the normal lumpy sound of an old twin, it's a bit like a modern four with an aftermarket exhaust, but a bit different. It really sounds like something you have never heard before, just good! The design is a bit of a story by itself. The brainchild of the aforementioned William Henderson, who quit his job at Excelsior motorcycles so he could design some-



Bundey with his latest. They made 600 of em. That seat he has his hand on is 80 years old and is genuine leather. He reckons he might frame it for a wall decoration and put a reproduction on for general use.



Even the grease nipples are unique. So unique he hasn't been able to get a grease gun to fit them yet.



The valve setup is overhead inlet sidevalve exhaust. Lift up rocker covers. Oil gets squirted in here at every start up. Bottom end is pressure fed by oil pump

thing a bit lighter and faster. The result was the Ace with the 4 cylinder in line engine which proved to be not only incredibly fast but was super reliable as well. And then in 1927 Indian bought out Ace. A bit later on Dupont (the paint people) bought in. From then on you could buy an Indian motorcycle in all sorts of colours instead of just Red as had been the case up until then.

This bike is obviously from the Dupont era as you can see in the photos it is not red. It is also 100% original. And although these bikes were the essence of reliability back in the days, they mostly have had their crankcases welded up at some stage due to broken conrods floating about in there. I asked the question that if they were so reliable, how come the conrod problem. The answer it seems, is that because they went so well, they were always flogged, and flogged to death. Bunday's bike is rare in that its crankcase has never been welded. It is also quite a valuable bike. A basket case example recently sold in Queensland at auction. It went under the hammer at \$60,000. Indians are hot property, an 8 valve twin brought \$200,000 in the US. And Bunday's example had a \$35,000 engine rebuild by the previous owner. It has only done 500 Kms since then so it's no surprise that it runs so sweet.

View from the riders seat. Bike is nicely lean and narrow.

Indians normally have the throttle on the left twist-grip and the tank mounted gearchange on the right. This bike has them swapped around to make it a bit more normal to ride.

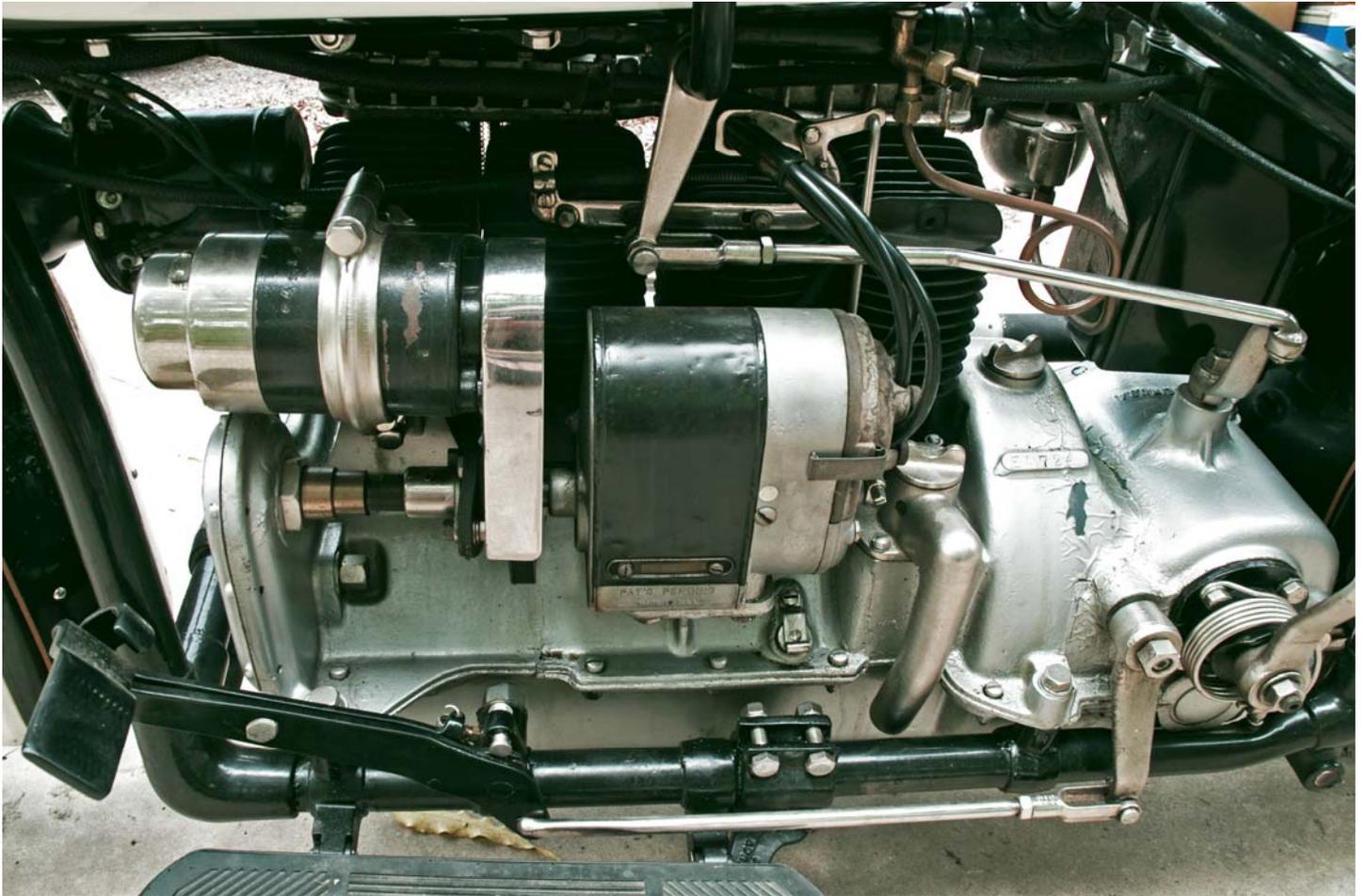


Indian's trailing link with leaf spring suspension.



Its not actually a motorcycle, it really is a Motocycle.





Engine oil is shared with transmission. Crankcase is painted but Bunday intends to polish it. Note the small extension off the right hand side of the clutch pedal (yes it's the clutch not the brake) when you



are at the lights and get sick of holding your foot on the clutch, you merely depress the small lever and the clutch is locked out and you can release your foot. Press it again and its back to normal.



Seat springs. They are under tension, not compression and are dual rate. Work great! Below: Massive finned crankcase.

Nifty dash lights to light up the switches and single meter without annoying the rider with glare



This bike was not built for cheap transport. The price when new was about double that of a new Ford motor car. Nevertheless they were still extremely popular with police as they could pull 100mph at will.



Motor Vehicle Enthusiasts Club Inc.

Presidents report

Ladies and Gentlemen welcome to this year's president's report.

Currently our membership stands around 365 and includes members from Darwin, Katherine, Alice Springs, Alyangula, Nhulunbuy and Jabiru, 16 members have interstate addresses. Attendances continue to average 30 to 45 at our monthly members meetings.

I thank the committee for the effort they have put in this year, all have helped in some way to keep the club running on an even keel. It has not always been easy, there has been some criticism levelled at the committee at times but it should be kept in mind that all are volunteers, and all have the interest MVEC at heart. Recently the committee voted to set up the Model A Ford Enthusiast NT branch of MVEC for the sole purpose of hosting the 2016 tour by A model Ford enthusiasts from around Australia to Darwin, the branch committee held their first meeting this month.

On a sad note committee member and club stalwart Barry Stach passed away in July, after a long illness he is greatly missed by us all.

Club donations this year have included \$500 to Legacy made up of proceeds from club funds and the sausage sizzle held at the Aviation Heritage Centre's open cockpit day in April. Last month Repco called on MVEC Darwin and Katherine for members to act as officials in an Australia wide attempt to break the Guinness World Book of Records, for the most cars washed for a set period in one day, with proceeds going to Girl Guides Australia, without our help the event would not have gone ahead in the Territory. The previous record was held by Canada at 4344, Australia wide cars washed numbered 6499. We also ran a sausage sizzle in Darwin during the car wash and donated the proceeds to the local Darwin branch of the Girl Guides Association amounting to nearly \$470. Thanks to the effort of Bob, Rowan and Steve. Thanks also to the 6 members who acted as time keepers and officials.

The Club Registration Scheme (CRS) continues to flourish with 47 motor cycles and 174 other vehicles (up from 134 last year) on the Darwin register. More participation in club events would be appreciated from members who I trust don't use the scheme as an excuse for cheap registration.

Our financial position is stable with \$27,855.99 in Term Deposit, \$26,253.26 in the Statement Account and \$1000 in the credit card account. The credit card account was set up to save members from paying for and claiming back any purchases for the club. Also \$400 has been placed into a special account to assist in the setting up the A Model Ford Enthusiasts group who will also be raising their own funds for the event.

John Palamountain through Shannons continued to give us great backup and sup

port through the year and I thank both John and Shannons for their input. Ted continues to produce a newsletter that is the envy of many clubs both here and interstate, Ted also has taken full control of our webpage <http://www.mvec.org.au> and is in the process of updating it.

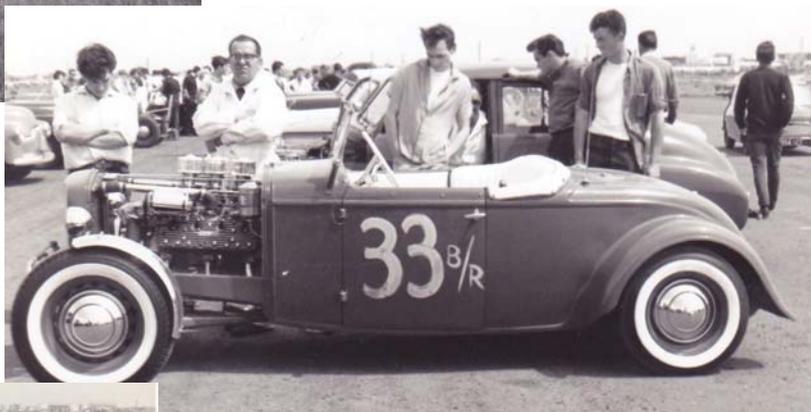
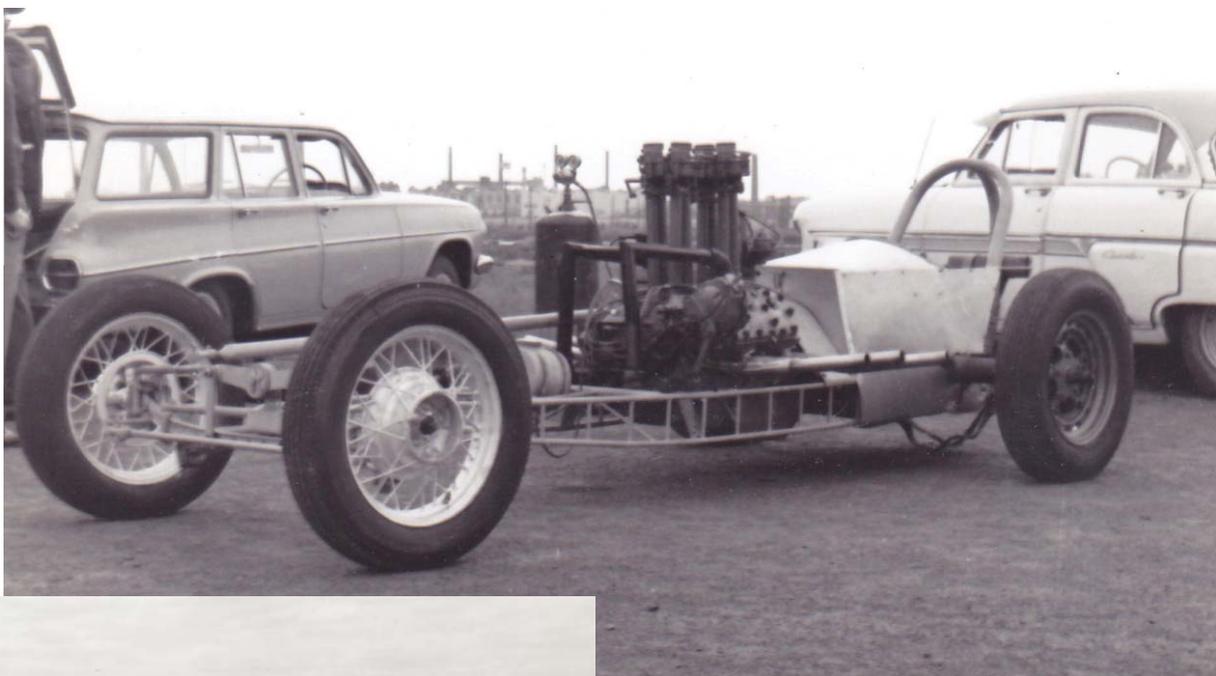
The Hangar continues to open 5 1/2 days per week thanks to the efforts of Leo with the help from Tom, Rowan, Mike, Trevor, Bob Sharpe and Barry McKenzie who clean, work on club and various projects and are always ready to welcome visitors and steer them to the donation box, without their input we would not be in the sound financial position that we are in today. A major event during the year saw the presentation in February of young entrepreneur Matilda Algeria's "A Minutes Warning" commemorating the bombing of Darwin on the 19th of February 1942. in excess of 500 people watched the show at the Hangar

Club activities have been reasonably well patronised, with a wide range of activities, some of note have been the Gangsters Ball at Berry Springs, the Progressive Dinner, the MVEC/CHCC cricket match that we won, 2 overnight runs to Coomalie Airstrip, the grand parade at the Darwin show, a visit to Auto Evolution thanks to Neil Bromley and Jim Cooper, the mystery run and lunch at Darwin North RSL. the tour of the new Military Museum at East point where head man Tom Lewis allowed us free entry, and the provision of 5 Jeeps for the ANZAC day march, It would be great to see more members involved in these activities.

In closing it has been an honour and privilege to serve as president this past year

Peet Menzies President

Riverside Drag Strip Melbourne 1963



MVEC member Robert Williamson is the second bloke to break the tradition of silence and has sent these beaut photos taken in Melbourne in 1963. Check out the first pic with the high rise intake manifold with 4 carbs on the sidewacker V8. Makes you feel good just imagining the sound from those straight out header pipes. I remember going to a dragstrip in Melbourne as a young feller, I wonder if it was here....





SANTA WILL ATTEND DURING THE EVENING

MVEC Christmas Dinner **24th November 2012**

<u>Venue</u>	NIGHTCLIFF SPORTS CLUB CAMPHOR STREET NIGHTCLIFF
<u>Time</u>	7.00PM FOR 7.30 START
<u>Cost</u>	Members and Friends \$25.00 per head
	Children under 16 \$12.50
	Children under 6 Free

Please make sure payments are in by the 18th of this month for catering purpose or you may miss out.

Place payment in an envelope in the lectern at the Hangar with your name/s, or pay online Bendigo Bank BSB 633000 Account 142473552 but make sure your name is included, or post to MVEC PO BOX 911 Darwin 0801 but be quick if postina

KRIS KRINGLE (NOT COMPULSORY)



To be part of our annual Christmas Kris Kringle draw each person brings a present up to \$10.00 value to receive a ticket in the draw

Bring present/s for the little ones if you wish and Santa will hand them out

12 ft tilt trailer.

Built to carry early Suzuki 4wd. Tandem wheels based on Mini Moke suspension. Suspension subframes rusting out but rest of chassis & drawbar look ok. Still has lights. Unreg but towable. Free to MVEC or a member – good welding project. If no-one wants it, it's going to the tip.

Standard Vanguard S/W 1961, 2-litre six, 3-spd on tree – last Vanguard before the Triumph 2000. Spare T2000 4-spd gearbox (condition unknown). Would make a good Bash car but hasn't been run recently, though stored under a roof. I need the space so it has to go. Am prepared to give this away too.

Peter Bate
89277040 or peter.bate@bigpond.com

Honda Civic 1975

4 door sedan. Looks like new.
Genuine little old lady model
Trev 0407189136

1978 BMW 320a Coupe

No longer registered (last rego aug 2012) but was running ok before it was parked up about 3 months ago.

Needs lots of TLC and maybe a new head?
2 litre engine, auto transmission.

New front disc rotors and pads.

Had to chemiweld after an overheat episode (leaking radiator)

But has not run hot since. Carby version, so no endless chasing vacuum leaks, nice simple setup.

Cold aircond tinted windows...

\$200 or just make an offer
(just to keep the missus happy!!)

Ph 0429 004 174

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

Car Venetians

Remember those venetians that used to be popular? It seems they are still making them, only now they can make them for just about anything. They have offered a 12.5% discount too. For more info follow the link below or call the editor.

<http://www.kustomsofaustralia.com/>

Club website

Please note that you will no longer be able to look up stuff about what's on in this club via the website. It is now basically for outsiders to find what our club is about and to contact us if they are interested.

However on the links page I have started to add some links to sites that motoring people may find interesting. So if you have nothing to do one day, just have a look at the links as more will be added to from time to time.

**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 a lot left. You had 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. **But not in November.**

24 November 2012 Christmas Dinner at Nightcliff Sports Club 7.00pm for 7.30 start.

Friday 7th Dec. From 7.00 PM. Cathy and Chris Armitstead are having an open house and invite everyone to this years opening of their Christmas village display at 1/10 Glyde Court, Leanyer. Kids, grand-kids, bring em all!

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"**Anyone with needs to be prayed over**, come forward, to the front at the altar," the Preacher says.

Rangi gets in line, and when it's his turn, the preacher asks: "Rangi, what do you want me to pray about for you."

Rangi replies: "Preacher, I need you to pray for my hearing."

The preacher puts one finger in Rangi's ear, and he places the other hand on top of his head and prays and prays and prays.

After a few minutes, the Preacher removes his hands, stands back and asks, "Rangi, how is your hearing now?"

Rangi says, "Dunno, Reverend, it ain't 'til next Wednesday!"